UNIFRUITCO

May
1929

Vol. IV
No. 10

M. E. Schoen
Editor

Business and Bonds in the Caribbean—Address Before the Bond Club of Boston
By VICTOR M. CUTTER

Tales of the Great White Fleet
The *San Jose*, the *Limon*, and the *Esparta*

History of Malaria and Results of Control Measures in the Preston Division
Chapter II
By P. MALARET, JR., M.D.

Passenger Inquiries
By JOHN E. HENRY

Spanish Translation of Dr. Malaret's Article on Malaria—Chapter I

A Cane Fire in the Preston Division
By E. S. WALKER

Plant Performance Records
By WILSON POPENOE and A. N. HARTMAN

United Fruit Company Goes "On The Air"

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

Business and Bonds *In The* Caribbean

Victor M. Cutter, President of the United Fruit Company, Delivers an Address Before the Bond Club of Boston at the Chamber of Commerce on April 2, 1929

"On the wise use of our power and the considerate exercise of our influence," declares Mr. Cutter, "depends our reputation with a whole continent to the south of us."

FOR several reasons it is particularly pleasant to talk to the member of the Bond Club of Boston during the infancy of the organization.

First, you are not so likely to be critical of your speakers as you will be later.

Second, if your Club develops like the Bond Clubs in Philadelphia and New York, you are destined not only to profit from your mutual contacts but to play a very helpful rôle in the banking and bond business, and also to perform a real service for New England.

Third, my own interest in foreign trade and international relations makes welcome an opportunity to make a plea for you to take a world point of view; this because only about ten billions of dollars, or ten per cent. of our total trade, is foreign; only eighteen thousand firms in this country are at all interested in foreign trade; and only a few hundred of these have any extensive business.

It is evident that in order to maintain our prosperity, we must take greater interest in widening our distribution and markets.

Our country lacks internationally-minded business men and bankers. There are, however, more such men in New England than elsewhere. This is the heritage from our foreign-trading ancestors. It is also due to the fact that our own section is more fully developed than any other part of the country, that we are older in experience and have greater need for foreign trade than the sections to the west.

I should not venture to talk to you about foreign trade, loans, or banking with reference to the A B C countries of Latin America or to any of the industrially organized nations of Europe. Business and banking conditions there are parallel to our own, and I have no special knowledge which could possibly be of value to you.

For this reason, my remarks are restricted to the smaller and less developed countries, especially those of the Caribbean. Even here generalizations are dangerous, and there must be sharp differentiation between the individual countries, as even today there is wide variation in economic conditions.

The little countries around the Caribbean deserve our attention. They are not unimportant because it is in this region that our diplomatic business, and banking policy will, if anywhere, find its Waterloo. This is because the Caribbean is the ocean highway between our Atlantic and Pacific coasts. The power of the United States overshadows it, and her influence there is paramount.

On the wise use of our power and the considerate exercise of our influence depends our reputation with a whole continent to the south of us. Our every act in this region will be interpreted as an expression of what our attitude would be to the other nations of the world if our power exceeded theirs as greatly as it does that of the smaller republics of Central America.

Caribbean Countries Deserve Credit and Sympathy

THE Caribbean countries today present a hopeful picture. They have passed through the long period of Spanish domination. The last of the dictators who followed are disappearing, and these countries are now making substantial progress in developing representative governments and in obtaining the

freedom of expression to which their constitutions entitle them.

It is quite true that not all of their governments are entirely stable. It must be remembered that they have had to struggle with lack of communications, with a large percentage of Indian population entirely uneducated, and against climate and disease, in addition to the usual handicaps of undeveloped regions. They deserve our sympathy in their struggles. They deserve great credit for progress made, and the picture of their condition may be fairly painted as an improvement over anything they have known in the past, and as entirely hopeful for the near future.

From an economic point of view, they are largely undeveloped and must remain mining, grazing, and agricultural countries for some years to come. They must sell their raw materials, oil, wood, minerals, and agricultural products, just as we did until recently, in return for power plants, railways, machinery, and particularly capital for development.

Situated nearest to us politically and close to the Panama Canal, the key of our naval defense, the tropical republics of the Caribbean have the products we need, and they need those we possess. The closest economic ties between our country and theirs is inevitable.

Factors Governing Our Relations with the Caribbean Countries

IT may be assumed that our business men and bankers are sufficiently experienced and versatile in methods and organization to know how to trade with the Caribbean countries. Therefore the discussion today will center about some of the factors governing our relations with them and the policies we should develop in foreign trading and banking in tropical America.

There are many uncontrollable factors which must influence business and bond men in their development work. Such factors are the laws which are being passed and which govern trade and banking, both in our country and in Latin America; their tariff policy as well as ours; the present tendency toward nationalization of utilities, industries, minerals, and oil; the Monroe Doctrine; our diplomatic policy; so-called imperialism; and intervention; as well as the communistic tendencies evident throughout the western hemisphere.

There are indications that our Government will define its diplomatic policy more clearly than ever before. This will be extremely helpful because business men without opportunity to ascertain all the facts should not be compelled to take largely into their business calculations an indefinite diplomatic policy as between nations.

We do need the best available diplomatic and consular representation, with the ablest men representing us in Latin America, rather than in the older capitals of Europe where our relations are already fairly well defined.

We must educate our citizens, and foreign traders and bankers in particular, in an international point of view. Let me repeat what I recently said to your friends in New York: if our bankers and foreign traders cannot visualize foreign commerce as they do domestic business, governed by exactly the same ethical rules, if they cannot go abroad without visions of imperialism, intervention, debt-collecting warships, monopolistic concessions, and need for paternalistic protection by the State Department, they had best cut off communications with the outside world, and live and die here at home.

Our country has been charged with imperialism. It is quite possible that our European trade and banking competitors behold with complacency, even if they do not openly or even secretly encourage, this propaganda.

Imperialism means political conquest and establishment of empire. No one would venture to state that our Government or people are really imperialistic.

It is quite true that we have participated in maintaining law and order in some of the Latin-American countries, usually at the request of their people. It seems equally true that these participations have been sincerely, even if mistakenly, intended to be helpful to nations hampered by lack of financial resources, railways, and communications, by lack of experience in self-government, education, and means for enforcing federal control.

We have entered and withdrawn from the Caribbean countries many times. It certainly cannot be denied that we have been physically able to conquer and annex these

In foreign trade and commerce, as elsewhere in life, there will be friction and conflict. However, all worthwhile ends are obtained only through work and effort. So we must go on with our Latin-American banking, trade, and development. We must not withhold our skilled men, machinery, motor cars, and capital. We must give the Caribbean our help in economic development, just as until recently we received the same kind of help from Europe.

Proximity, transportation and communication facilities, need for tropical products in the United States, and their need for our products make trade in the Caribbean profitable and desirable for both parties.

Our people as a whole and our Government want nothing of other nations except their good will. We want no territory. We ask for no special privileges, only equal opportunity. We want no militarism or military establishment, beyond what is adequate for protection against aggression. We do not need any advice as to our foreign relations or diplomacy from radicals here or abroad, which are based on emotional appeals, misleading propaganda, sketchy cables to the press, or on reports or rumors of the moment.

We want our Government to gather and ascertain the facts as to Latin America and to publish these facts. We want our business men and bankers to assist in this work and to operate according to the facts and in harmony. We want to help Latin America.

There have been attempts at union between the various nations in the Caribbean area which have uniformly failed because there has been only idealistic or nationalistic reason for it. Economic need alone is the basis for permanent cooperation and harmony between nations.

Economic factors will form the basis for a successful Caribbean league which will include not only their countries, but our own. It will transcend any racial, national, or lingual difficulties and will make it possible for the United States to work with the Caribbean countries in a union which will be mutually and permanently beneficial.

UNITED FRUIT COMPANY FRACTIONAL SHARE WARRANTS

THE fractional share warrants representing 5% stock dividend which were delivered on April 1, 1929 to stockholders of record March 2, 1929, are bearer warrants and do not participate in dividends. The period allowed for the conversion of these warrants into registered certificates expires October 1, 1929, after which date the warrants may be surrendered for a cash value only. If a stockholder who received a fractional share warrant intends to purchase the necessary additional fractional share warrant and convert same into a full share, this purchase and conversion should be made before June 1, 1929, in order to receive the July first dividend on this additional share.

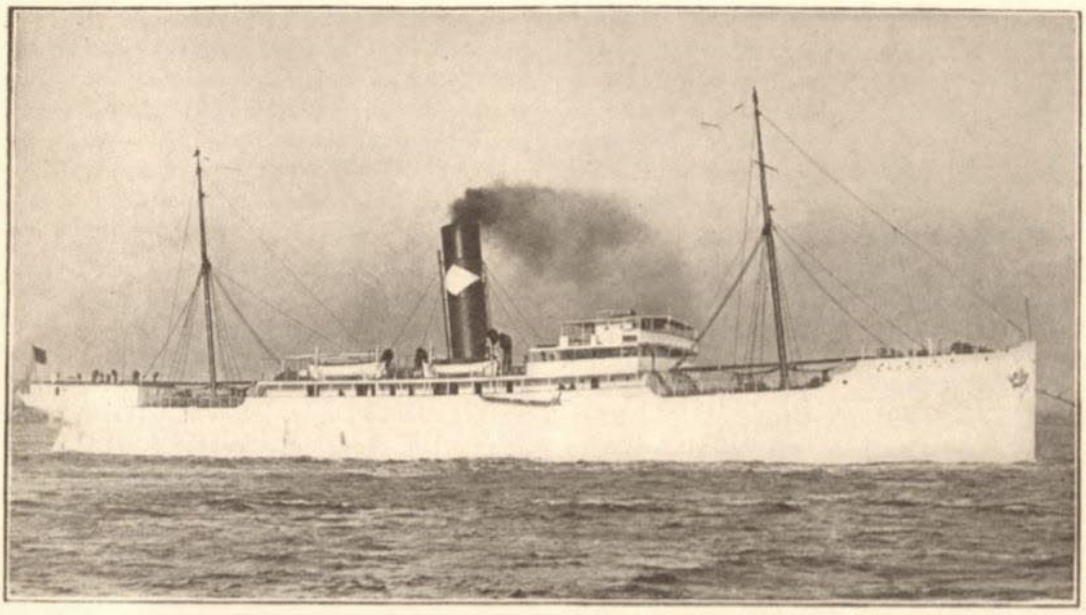
Employees holding a fractional share warrant and wishing to purchase the necessary additional warrant to complete a full share may forward their warrants to the Treasurer, through the Division Accountants, by registered mail, with their requests to purchase the fractional share required in each case and have the full share certificate issued in their names. A deposit of $7.00 for each twentieth of a share required should be made with the Division Accountant with each request for purchase of fractional shares.

Employees wishing to sell their fractional share warrants may forward them to the Treasurer for sale. These warrants will be used to fill orders for fractional shares for other employees, and settlement will be based on the market price of UNITED FRUIT COMPANY stock on the date the crossing of warrants is arranged.

This crossing of warrants or grouping of purchases or sales, by the Treasurer's office, will save the employees considerable in the way of broker's commissions ($1.50 to $5.00 for each transaction) and a better price will be received on purchases or sales as warrants are traded in on a basis of $2.00 above or below the market price for full shares.

Warrants forwarded for sale or for conversion into full shares should not be endorsed. The endorsement should be made ONLY if you wish the Old Colony Trust Company to sell the warrant after October 1, 1929, pursuant to the provisions contained therein.

Treasurer



The S. S. "Esparta" of the Great White Fleet

Tales of the Great White Fleet

Chapter Twelve

The *San Jose,* the *Limon,* and the *Esparta*

ON November 12, 1903, a contract for the construction of three new ships was signed by Workman Clark Ltd., of Belfast, Ireland, "builders," and the UNITED FRUIT COMPANY, "now hereinafter called the purchaser."

The last phrase is important for since the purchase of the *Marmion,* renamed the *Bowden,* in 1888, with the exception of miscellaneous tonnage acquired from other companies in 1899, the Boston Fruit Company and the UNITED FRUIT COMPANY had neither built nor owned their ships. Thenceforth, with the adoption of refrigeration, the ships built and owned by the Company were to be the leading ships of the Fleet.

It will be recalled that in 1890 Workman Clark Ltd., had built for outside owners, under charter to the Boston Fruit Company, the *Ethelred* and the *Ethelwold,* ships 208′ long with 28′ beam and capacity of 47,000 cubic feet, carrying 19,000 to 20,000 bunches of Jamaica fruit. In 1896, from the same yard and also under charter, came the *Beverly* and the *Belvidere,* 255′ long with 35′ beam and capacity of 76,500 cubic feet, carrying cargoes of 30,000 or more Jamaica bunches with accommodations for 36 passengers. The three new vessels, the *San Jose,* the *Limon* and the *Esparta,* to be built for the UNITED FRUIT COMPANY, were to be 330′ long, 44′ beam and 31′ deep, with cubic capacity of 130,000 feet, providing cargo space for 45,000 bunches of bananas and accommodations for ten passengers, with speed, fruit laden, of twelve and one-half knots.

Some misgivings regarding the size of these ships were soon set at rest. A recent letter from one familiar with the situation at that time states: "When these vessels were laid

down the opinion of many of the fruit men was that they were too large for the trade and could never be filled; yet in less than a year it was regretted that they were not even larger."

A loan of $250,000. was negotiated with the New England Mutual Life Insurance Company of Boston to finance approximately 25 per cent. of their construction cost. This loan was repaid in five yearly instalments of $50,000. each. It is of interest to note that these are the only ships of the Company that were in any way financed in the United States.

The builder's agreement called for completion of the first ship in seven months and of the other two at intervals of seven weeks. The *San Jose* was delivered in August, the *Limon* in September and the *Esparta* in October, 1904.

The delay in completion of the new ships was caused by waiting to determine the type and degree of refrigeration to be installed and it was not until March 1, 1904, that Mr. Preston felt warranted in writing to the American Linde Refrigerating Company:

"We have decided that we cannot postpone going ahead with the machinery for our three ships being built at Belfast, and have therefore decided to place the order with you for three (3) engines and compressors of a size suitable for dealing with the requirements of these vessels. * * * * *

"We do not feel that either you or we have had sufficient experience with the plant on the S. S. *Venus* to warrant our placing the orders for the complete plants at the present time, but we sincerely trust that the trials now being carried out on the S. S. *Venus* will develop satisfactory results warranting us to place the orders for the remainder of the machinery with you promptly."

On April 9 of that year, at the repeated request of the builders, Captain Anderson and Mr. Williams sailed for Belfast to superintend the three ships under construction and particularly to apply, in the installation of refrigeration, the lessons learned from the voyages and cargoes of the *Venus*. The latter ship was continued in service under careful observation, and reports from Mr. Ellis at New Orleans contributed much to the further solution of the problem. As a result, in the new ships the fans were made more powerful and the refrigerating machines larger than originally planned.

The *San Jose* sailed from Belfast August 4, Captain William Owen in command, for Port Morant, Jamaica, at twelve knot speed; from there she proceeded to Port Limon and loaded bananas for Boston. The *Limon*, under Captain L. H. Porter, likewise sailed for Port Morant September 21, arriving there October 6, and the *Esparta*, commanded by Captain William Rose, sailed for the same port October 27, and arrived November 11.

The "Limon" at Gatun, Panama Canal, October, 1927

The two latter boats loaded Jamaica bananas on their initial fruit voyage.

Captain Anderson had returned to Boston, having left Belfast October 3.

Reporting his trip, Captain Rose sent the following letter:

S.S. Esparta
Port of Bowden
November 14, 1904

To Capt. Wm. Anderson
UNITED FRUIT CO.
Boston

Dear Sir:—

Everything went along smoothly and we didn't have to stop once on the passage. The only thing that didn't work properly was the dynamo which Mr. Low now has going all right.

We had fairly fine weather the entire passage, considerable head winds and heavy head sea, which kept us back considerable as the wheel came out of the water and raced, and one night we had to ease down on that account. This was the only time the engines were eased down the whole way over.

As we did not experience any bad weather I cannot say how she is going to act if we do but we found out that she can roll considerable in a following sea.

We burnt on an average of 29 tons of coal per day at an average speed of 11¼ knots, were 14 days 3 hours from Ardrassan Pier head to Sea buoy, Bowden, (this is actual steaming time) * * *

Yours very respectfully,
(signed) W. M. Rose

ON the return of the *Limon* to Jamaica after her first voyage, Captain Porter wrote:

Steamship Limon
Port Morant
October 27, 1904

Capt. W. Anderson
Supt. Marine Service
UNITED FRUIT CO.

Dear Sir:

We have made a trip to Boston and are back here loading for Boston again and I presume you are anxious to know how the ship is doing.

We received orders by cable to carry temperature of 70° to Watlings Island and 67° from there to Boston which we did and landed a good cargo about 3% ripes, which Captain Young told me he wanted as the other ship had been landing her last cargoes too green. We had 20,000 stems and about 3,000 bbls. and boxes oranges.

Of course it was not much of a test but as far as I could see the distribution of air is about perfect and I feel certain that barring accidents the system will be a success.

The main engines are running well and the ship making good speed. In smooth weather she will do from 13 to 13½ knots but head sea knocks her off a lot as she throws her wheel out of water and races so that they have to ease the engines. * * * * *

Respectfully yours,
(signed) L. H. Porter

CONCERNING the *Esparta* cargo Captain Anderson reported to Mr. Vollman of the Linde Company under date of November 23:

"Esparta cargo arrived good condition fans working satisfactorily."

Under date of September 8, 1904, Captain List, Acting Superintendent Marine Service, wrote from Boston to Mr. Ellis at New Orleans:

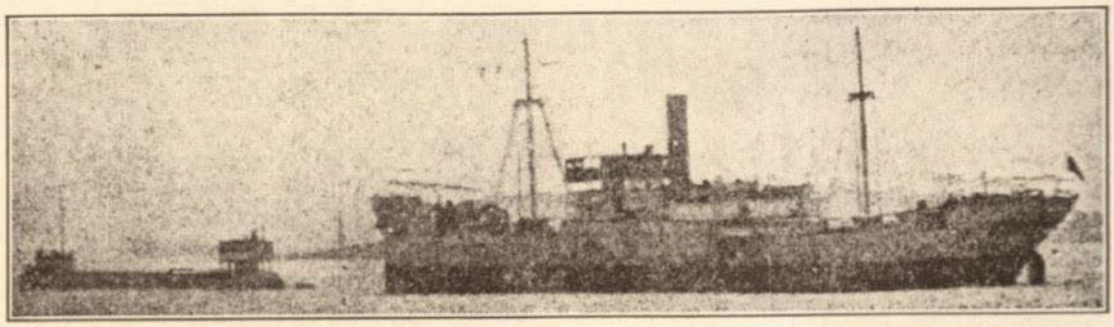
"San Jose—I wired you yesterday that this ship arrived and landed her cargo in fine condition and that she would load in Jamaica next week, as knowing this you would know how to arrange your Limon tonnage. I went through this ship yesterday while part of the cargo was still on board and I must say that the fruit was in very good condition. Besides looking clean it had a very fresh odor, something I have never noticed in a naturally ventilated ship on arrival at a northern port. If the refrigerating machinery continues to work as satisfactorily as on this trip I do not doubt but that she will be a success. The ship itself is strong and substantially built and well finished in every respect and I do not blame Captain Anderson for being proud of her, as she is certainly a credit to builders and owners. * * * * "

On October 8, concerning the *Limon*, Captain List sent the following report:

"Limon—arrived last night, having been

Spanish Steamship, Worth $1,000,000, Found Helpless at Sea, Towed Here

(From the Boston Globe, May 30, 1918)



The Spanish S.S. "Mar Rojo" aided by the "Esparta" of the United Fruit Company

CAPT. H. L. McKAY
Commander of Steamer That Towed in the Crippled Mar Rojo

After drifting helplessly for three days, the Spanish steamship Mar Rojo, of Bilbao, was picked up at sea and towed to this port by one of the steamers of the United Fruit Company's fleet.

In command of Capt. S. Bilbao, who has been torpedoed three times in other vessels by the Germans, the Mar Rojo left Huelva, Spain, May 7, for New York, in ballast.

She was approaching the American coast when the propeller dropped off the shaft, and the steamer was at the mercy of wind and tide. Distress signals were hoisted. A liner, evidently bound to New York, passed the steamer Sunday, but paid no heed to the appeal for help.

At 11 a. m. Monday, 96 miles south of Nantucket lightship, the Boston-bound steamer, in command of Capt. H. L. McKay, sighted the Spaniard and went to her aid. The sea was rough and it required some maneuvering to get a tow-line to the vessel.

A small boat carried a line to the crippled vessel, by means of which a heavy hempen hawser was drawn on board. When this was made fast the signal was given to start. The strain proved too great and the tow-line snapped. Another hawser parted. Finally a steel cable was made fast, in addition to the Manila rope, and by means of a bridle over the stern the fruit steamer brought the "lame duck" along at the rate of nine miles an hour.

At 11 o'clock Thursday night the Spaniard was dropped one mile northeast of Finns Ledge, off the entrance to Broad Sound Channel. Tugs Juno and Taurus brought her into the upper harbor yesterday morning, and she will be placed in drydock to have a new propeller adjusted.

The Mar Rojo was a valuable prize to pick up, and the officers and crew of the American steamer were very happy. She is practically a new steamer and is valued at approximately $1,000,000. The salvage which will probably be awarded is variously estimated from $100,000 to $200,000. The owners of the towing steamer will receive half of whatever sum is received, and the other half will be divided among the officers and crew of the vessel.

The Mar Rojo was completed at Bilbao nine months ago and has crossed the ocean only three times. She is 325.6 feet long, 47.1 feet beam and 22.5 feet depth of hold. She is a steel vessel with a net tonnage of 2202 tons and a gross tonnage of 3627. Her engines are of the triple expansion type. The vessel is owned by the Cia Maritima del Nervion, and had been chartered by the Kerr Steamship Company of New York.

---

detained by bad weather. She is landing her cargo (Jamaica) in good condition and will sail tomorrow for Jamaica to load for Boston. She is a fine ship and well fitted out. Although she is a duplicate of the *San Jose* there are a few small improvements around decks, but nothing of importance. We have not had a chance to give these ships a fair test and in order to do so they will have to be loaded at Limon with a full cargo and kept out ten days, but none of the northern divisions can handle the large cargo they would carry, and unless New Orleans is in position to do so we cannot test them for some time. * * * * *"

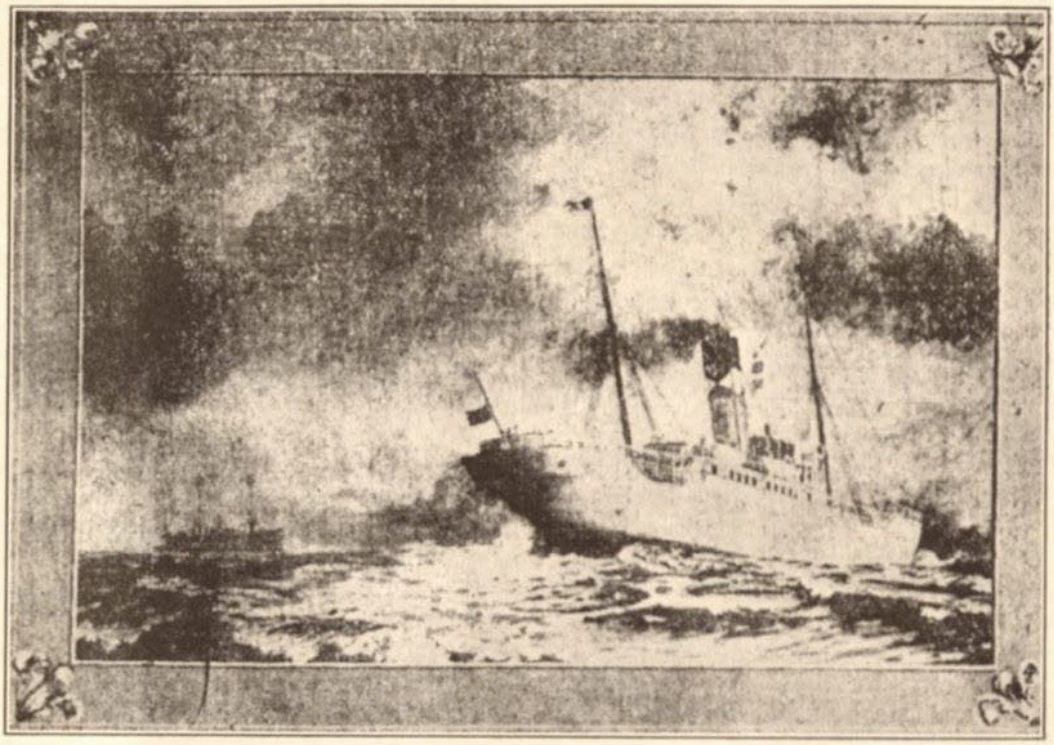
After the first few trips to Boston, the three ships were transferred to New Orleans to bring fruit from Limon where testing and experimenting with different temperatures under varied conditions was continued.

These voyages to New Orleans during the winter months proved, as had been shown in the third and successful trial voyage of the *Venus*, that fruit could be carried safely at lower temperatures than had before been thought possible, and they may be said to have established the temperature principles of

Skipper Immortalizes Ship On Canvas

Captain Frost, of the Big Steamer Limon, United Fruit Line, Presents Oil Painting to Company, Done in His Cabin at Sea

(From the Boston Journal, April 12, 1905)



Oil Painting of Steamer "Limon"

The true sea captain is always fond of his ship, but few mariners are able to immortalize their vessels in painters' oil as has Capt. S. F. Frost the big steamer Limon of the United Fruit Company. Capt. Frost has just completed a fine oil painting representing the vessel off Nantucket South Shoal Lightship.

It is a nasty day, and the white-caps spot the water while the steamer is beginning to feel the great swell of the open ocean. She is riding on a giant wave, her stern is high while her nose is dropping into the trough of the sea. In the background is the lightship, and the vessel's ensign is being lowered in salute to the guardian of the shoal.

It is an excellent painting in design and execution. It is strictly accurate in its nautical details, as is to be expected considering the artist. The coloring is striking and the theme is originally handled.

Executed at Sea

The picture was painted by Capt. Frost during his leisure hours at sea. While the big vessel was racing over tropic seas between Boston and Costa Rica he worked away in his cabin, reproducing her upon the canvas. Every moment he could be spared from the chartroom and the bridge he spent upon the painting, and the result justifies the use of his time.

Capt. Frost is a Dane, who came to Boston a few months ago as first officer of the Limon, which was sent out from her builders in Belfast. He was promoted recently to the command of the steamer. He is about 40 years of age.

Sea Called Him

In his youth he studied painting, but his love for the sea finally conquered his fondness for art and he gave it up to become successful as a mariner.

The Limon is a 4000 ton steamer which was built a year ago with two sister vessels in England for the United Fruit Company. She and her sisters are the largest fruit vessels plying to the West Indies, and all run between Boston and Costa Rica in the summer. Capt. Frost presented his painting to the Fruit Company, and it is now on exhibition at the Long wharf office of the company.

---

fruit cargoes continued to this time.

During the three following years these ships operated between New Orleans and Port Limon in the winter and between Boston and Port Limon in the summer months. For many months thereafter these vessels were regularly employed upon the northern routes, making Havana on their southbound trips a freight delivery port.

An account of an interesting incident in the record of the *Esparta*, from the *Boston Globe* of May 30, 1918 and an older clipping from the *Boston Journal* of April 12, 1905, featuring an oil painting of the *Limon* done by her

commander, are reproduced with this chapter in Great White Fleet tales.

When the UNITED FRUIT COMPANY in November, 1927, included San Francisco as one of its ports of entry, these vessels were transferred to that route. The *Limon* has the distinction of being the first refrigerated steamship of this Company to pass through the Panama Canal.

The *San Jose,* the *Limon* and the *Esparta* have the same engines and boilers as when constructed. In 1921 they were converted to oil burners and new refrigerating engines were installed, those furnished by the Linde Company being replaced by the York Refrigerator Company. They have always been and still are efficient and economical banana ships.

Recently the writer met Mr. Cadmus and Mr. Watson at the New York office, thanked the latter for his valuable help in these articles on the ships and mentioned those that are the subject of the present article.

Mr. Watson said, "They were always splendid ships."

"What ships were those?" asked Mr. Cadmus.

And Mr. Watson replied, "The *San Jose,* the *Limon* and the *Esparta.* They were the best banana ships the Company ever had and I wish that they were bringing fruit into Philadelphia today."

Transfers and Promotions

Costa Rica

Walter Spencer, Manager's Office, to Merchandise Department.

Lawrence W. Whetmore, Merchandise Department, to Manager's Office.

Dana J. Condon, Zent Superintendent's Office, to Marine Office.

Guy B. Davis, Marine Office, to Siquirres Superintendent's Office.

Jamaica

E. A. Atwell, Deputy Overseer, Hermitage, to Overseer, Wheelerfield.

W. Borrie, Deputy Overseer, Bushy Park, to Overseer, Wentworth.

W. W. Drew, Deputy Overseer, Shrewsbury and Paradise, to Overseer, Amity Hall.

E. A. Goulbault, Timekeeper, Bushy Park, to Overseer, Kildare.

R. W. Miller, Timekeeper, Orchard and Rhodens, to Overseer, Springfield.

J. P. M. Roberts, Timekeeper, Bushy Park, to Chief Clerk, Office of Superintendent of Agriculture.

J. A. M. Stewart, Timekeeper, Cumberland Pen, to Overseer, Phoenix Park.

H. G. Tomlinson, Timekeeper, Twickenham Park, to Overseer, Twickenham Park.

W. J. Langdon, to Superintendent of Railroads.

H. T. Hyatt Short, Assistant Agent, Port Antonio, to Assistant Agent, St. Ann's Bay.

H. E. Winch, Supercargo, to Assistant Agent, Port Antonio.

J. K. Turner, Assistant Agent, Annotto Bay, to Agent, Salt River.

R. L. Clark, Mechanical Engineer and Draftsman, St. Catherine, to Assistant Engineer in Charge of Mechanical Equipment.

E. N. Mais, Resident Engineer, St. Catherine, to Assistant Engineer in Charge of Building Construction.

W. L. Heyliger, Assistant Engineer, Albion, to Resident Engineer, Clarendon.

D. O. Spence, Assistant Engineer, Albion, to Resident Engineer, St. Catherine.

Cristobal

Forrest Cheeseman, Division Accountant's Staff, to Tela Railroad Company.

Guatemala

J. H. Emery, to Clerk, District Farms Office, Tela Railroad Company.

C. S. Wilson, to Research Department, Tela Railroad Company.

Truxillo Railroad Company

T. J. Grant, to Junior Pathologist, Tela Railroad Company.

Boston

James J. Savage, Radio Accounting Department, to General Office Fruit Dispatch Accounting, New York.

O. Cumann, Second Steward, S. S. *Sixaola,* to Chief Steward, San Francisco Division.

R. Gentles, Chief Steward, S. S. *Limon,* to Pursers Department, San Francisco Division.

G. Finnegan, Chief Steward, S. S. *Santa Marta,* to Shore Staff.

M. Cornelius, Second Steward, S. S. *Santa Marta,* to Chief Steward, S. S. *Santa Marta.*

E. Seymour, Assistant Steward, S. S. *Ulua,* to Second Steward, S S. *Ulua.*

W. Schrader, Shore Staff, to Chief Steward, S. S. *Mayari.*

New Orleans

Albert Peeler, to Accounting Department, Tela Railroad Company.

New York

Harry W. Cyphers, Ticket Clerk, Passenger Traffic Department, to Traveling Passenger Agent, with headquarters at 17 Battery Place, New York.

A. E. Carpenter, Chief of Audit, to Chief Clerk, Accounting Department.

V. G. Goutiere, Assistant Purser, S. S. *Ulua,* to Ticket Clerk, Passenger Traffic Department.

H. J. McGuire, Clerk and Assistant Cashier, Purchasing Accounting Bureau, Accounting Department, to Assistant Chief Clerk, Purchasing Accounting Bureau, Accounting Department.

A. Lizano, Clerk, Accounting Department, to Shipping Unit, Purchasing Department.

Erwin Siga, File Clerk, Accounting Department, to Domestic Invoice Clerk, Purchasing Accounting Bureau, Accounting Department.

E. F. Starke, Junior Clerk and Office Boy, Accounting Department, to File Clerk, Accounting Department.

F. J. Frawley, Jr., Clerk, Freight Accounting Bureau, Accounting Department, to Assistant Bureau Head, Freight Accounting Bureau, Accounting Department.

George Kreiger, Extension Clerk, Claim Department, to Extension Clerk, Freight Terminal Department.

E. Donnelly, Registry Clerk, Claim Department, to Junior Claim Clerk, Claim Department.

Morgan H. Tunison, Freight Traffic Department, Pier 9, N. R., to Freight Traffic Department, 17 Battery Place.

John P. Todd, Freight Traffic Department, Pier 9, N. R., to Freight Traffic Department, 17 Battery Place.

Conrad M. Ochoa, Clerk, Freight Traffic Department, to Utility Clerk, Freight Terminal Department.

R. M. Crane, Pier Clerk, Terminal Operations Department, to Ship Stores Checker, Accounting Department.

J. J. Whelan, Pier Clerk, Terminal Operations Department, to Time and Material Checker, Accounting Department.

W. R. Mote, Rate Clerk, Freight Terminal Department, to Clerk, Freight Traffic Department.

F. de Sola, Junior Clerk, Freight Terminal Department, to Cubing Clerk, Freight Terminal Department.

A. G. Diaz, Spanish Manifest Typist, Freight Terminal Department, to Assistant Bureau Head and Spanish Manifest Typist, Freight Terminal Department.

T. Graham, Cubing Clerk, Freight Terminal Department, to Cubing Clerk, In Charge, Freight Terminal Department.

H. Webb, Office Boy, Freight Terminal Department, to English Manifest Typist, Freight Terminal Department.

W. S. Kneissl, Statistical Clerk, Freight Traffic Department, now In Charge Statistical Bureau, Freight Traffic Department.

Walter McGee, Mail Bureau, to Freight Terminal Department.

R. F. Hibler, Office Boy, Accounting Department, to Fruit Dispatch Company.

Frank G. Rolston, Fruit Observer, Research Department, to Fruit Dispatch Company.

J. Upton, Tallyman, Terminal Operations Department, to Messenger Department, Fruit Dispatch Company.

William T. Higgins, Purchasing Department, to Material and Supply Department, Preston Division.

Thomas S. Campen, Clerk, Purchasing Department, to Merchandise Department, Costa Rica Division.

Fruit Dispatch Company

W. H. Grove, New Orleans Office, to Resident Manager, Raleigh, N. C.

W. M. Magda, Resident Messenger, Louisville, Ky., to Acting Resident Manager, Louisville, Ky.

Kenneth Ransom, General Office, Accounting Department, New York, to Cashier, Hartford, Conn.

J. P. Bonanno, Banana Selling Company, New Orleans, La., to Fruit Dispatch Company Office, New Orleans, La.

L. H. Gillick, Cashier, El Paso, Tex., to United Fruit Company, Galveston, Tex.

Howard W. Koelln, Fruit Dispatch Company, New York, N. Y., to Junior Clerk, Accounting Department, United Fruit Company, New York, N. Y.

I. J. Sans, Resident Messenger, Marshall, Tex., to Traveling Messenger, Fort Worth, Tex.

C. H. S. Bagot, Traveling Messenger, Tucumcari, N. M., to Resident Messenger, Oklahoma City, Okla.

M. L. Robinson, Messenger, Mounds, Ill., to Traveling Messenger, Minneapolis, Minn.

J. E. Grady, Messenger, New Orleans, La., to Assistant Resident Messenger, Memphis, Tenn.

W. D. Landry, Messenger, New Orleans, La., to Traveling Messenger, Minneapolis, Minn.

C. D. Train, Messenger, New Orleans, La., to Traveling Messenger, Minneapolis, Minn.

A. J. Ryan, Traveling Messenger, Kansas City, Mo., to Resident Messenger, Louisville, Ky.

Charles Black, Jr., Messenger, New Orleans, La., to Traveling Messenger, Fort Worth, Tex.

L. S. Carpenter, Messenger, New Orleans, La., to Traveling Messenger, Fort Worth, Tex.

M. L. Patenotte, Messenger, Mounds, Ill., to Assistant Resident Messenger, Centralia, Ill.

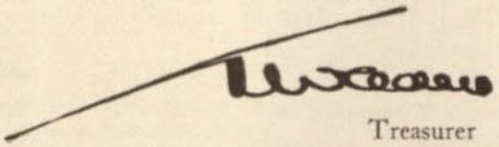
A. L. Mixon, Messenger, New Orleans, La., to Assistant Resident Messenger, Pullman, Ill.

SAFEKEEPING OF EMPLOYEES SECURITIES

IN view of the recent distribution of stock certificates by reason of the 5% stock dividend of April 1, 1929, this appears to be an opportune time to repeat our previous offers to employees for the safekeeping of their stocks or bonds. It is expensive to get a duplicate certificate; it means paying for a surety bond and going through considerable red tape. Therefore, the Company offers facilities for the safekeeping of these securities in safe deposit vaults, without expense to employees. Coupons on bonds will be cut as they mature and the interest paid to the depositor.

It is very important to safeguard stocks or bonds and where the employees do not possess proper facilities, it is recommended that they take advantage of the safe deposit vault protection offered by the Company.

Securities should be forwarded to the Treasurer by registered mail with a letter describing the contents, for which a custody receipt will be given by the Treasurer. Withdrawal orders should be addressed to the Treasurer giving instructions as to the disposition desired. For the additional protection of employees forwarding securities to the Treasurer by mail for safekeeping, it is recommended that stock certificates be not endorsed. Should it be desired at any time to sell the stock certificates held in safekeeping, a Stock Power of Attorney (in blank) should be forwarded with the request to sell the securities, for use in effecting the transfer to the buyer.



Treasurer

History of Malaria
and Results of Control Measures in the Preston Division

By P. Malaret, Jr., M.D.

CHAPTER II

Last month the author dwelt on the general history of Malaria. This chapter he devotes more especially to the reasons for the prevalence of the disease in the Preston Division, in which field he is particularly interested; and in his concluding chapter, which will be featured in our June issue, Dr. Malaret will portray the gratifying results that have been obtained from control measures introduced and rigidly enforced.

Preston's Climatic Conditions

THE Preston Division of the United Fruit Company, devoted to the cultivation of cane and the manufacture of sugar, is located on the northeastern coast of the Island of Cuba, within the torrid zone, but possesses an equable, warm, tropical climate, with a medium annual temperature of 24° C. (75° F.). The highest summer temperatures oscillate between 30° C. (86° F.) and 36° C. (97° F.) and the lowest winter temperatures between 10° C. (50° F.) and 20° C. (68° F.). There are only very slight changes in the monthly curve from year to year, and the conditions are especially favorable for the endemicity and epidemicity of malaria.

Natural Water Collections

THE Division's cane-growing area, covering 106,987 acres, of which 54,611 acres are actually planted in cane, lies on a flat, coastal plane surrounding the Bay of Nipe. This area is plentifully supplied with water, having 1,144 acres in creeks, 2,587 acres in swamps, and 20 acres in lagoons, or a total natural water area of 3,751 acres. It is crossed by a number of rivers which rise in the Sierra de Nipe, of which the two most important are the Mayari and the Nipe. The others, little more than creeks, although perennially flowing, are the Juan Vicente, Guaro, Vitiri, Baguanos, and Tacajo. In addition, there are a number of small creeks; and extensive mangrove swamps and marshes near the coast. In a few places, inland as well as near the coast, there are some lagoons which are difficult to drain. Seepage areas at many points where the land surface is uneven, and innumerable water pools which form in pastures following the rains, also add to the water surface.

Artificial Water Collections

IN addition to these natural water collections there are three main sources of artificial or man-made water collections to contend with, the most important of which is the supply for human and cattle consumption. From three dams located in the hills, near the sources of the Guaro, Sojo, and Guayabo rivers, the water flows through a perfect system of pipes to all points of the Division. The excess water from the terminal pipes of this system gives rise to a large number of "water-faucet" drains. These drains, because of the purity of their water and their full exposure to the sunlight, are ideal breeding grounds for *Anopheles albimanus,* which is the only important vector of malaria in the region. This "excess" water presents a peculiar problem, for the reason that, while water accumulated directly from the rainfall tends to diminish progressively as the driest period of the year ap-

proaches, this type of "artificial" water flows continuously throughout the year. In consequence, it may be said that, because of our splendid water supply, we are subjected to a continuous rainy season in so far as mosquito-breeding is concerned. What this means in regard to the spread of malaria is self-evident.

Another type of artificial water-containers consists of the ditches—those in the cane fields that drain seepage water, and the sewer-drain ditches carrying water flowing from the camps toward the creeks. While the *Anopheles albimanus* is adverse to breeding in foul water such as is found at their sources in the last-mentioned drains, it breeds abundantly in them a few hundred feet below the sources after the water has become clarified.

The third type of artificial water-containers consists of the railroad borrow-pits, which retain water for a long time after the rains cease. Since the Division is criss-crossed with railroad lines to connect the several points with the mill at Preston, these borrow-pits were numerous up to recently.

Rainfall Data

THE rainfall is abundant, the mean annual precipitation for the last 10-year period being 45.04 inches. Definite dry and wet seasons are not the rule. However, a study of the rainfall for the last 10-year period and for the years 1924-1928 inclusive shows that the wettest period is in the month of May, with a secondary heavy period in the months of October-November. The driest period of the year seems to be in March-February, and the rainfall for the other months oscillates between these two extremes. Herewith is the last 10-year average by months:

Month	*Inches*
January	3.58
February	2.05
March	1.26
April	2.88
May	7.82
June	3.59
July	2.25
August	2.63
September	4.26
October	5.34
November	6.07
December	3.31

Because of other factors that demand attention, no attempt has been made to correlate precipitation with anopheline production and malaria incidence. As the work progresses, knowledge of this factor may be considered as economically important.

Factors Influencing Population

THE population of the area has varied considerably in past years from a peak in the "crop season," when the cane is harvested and manufactured into sugar, to the lowest number in the "dead season," when temporary laborers, who have come in for cane-cutting only, return to their homes. The crop season usually extends from January to April, May, or June, the dead season for the remainder of the year.

During "crop" months the population, although variable, may reach 18,000. Following the termination of the crop some 6,000 may leave the Division, so that there is a stable population of approximately 12,000 persons. These are scattered throughout the Division in 6 villages, 22 farm *bateys* (administrative centers) and a number of camps. For the purpose of our study, however, the Division may be divided into two main areas: the village of Preston with its mill and Division headquarters, and the agricultural area.

Agricultural Area Described

THE agricultural area, with which we are mainly concerned, has its headquarters in the village of Guaro and is divided for administrative purposes into 4 districts with 22 farms and a live-stock department. Within it are 5 clusters of houses, sufficiently large to be called villages, named Juan Vicente, Guaro, Santa Isabel, Buenaventura, and Herrera; 22 farm *bateys;* about 200 camps; and a number of isolated houses. The villages vary in population from a few hundred (Santa Isabel) to nearly 1,000 (Guaro). The camps are scattered on the farms between one farm *batey* and another. Most of them are empty during the dead season, although people live continuously in some of them. Beyond the cane area, in the hills, there are many scattered houses belonging to so-called "squatters," who cultivate small parcels of land and who work as laborers on the farms.

General Health Conditions in the Division

EXCEPT for malaria, conditions are not bad. It has always been the policy of the Company to attempt the control of infectious and epidemic diseases. In so far as malaria is concerned, the results have been meager until now, and this may be attributed to previous lack of proper direction rather than to passive acquiescence in the conditions. Respiratory and skin affections are widespread, as might be expected under the living conditions of the majority of the people. Other infectious diseases could not extend widely unless imported by large numbers of incoming laborers. Splendid milk and water supplies successfully keep in check enteric infections such as typhoid, the dysenteries, etc. The lack of moist, shaded areas such as are found on coffee plantations, and a penetrating sunlight, take care of hookworm disease. A sufficiency of green foodstuffs and vegetables supplied by Company gardens and nearby squatters on Company land, prevent deficiency diseases. Lues is fairly common, although not inordinately so. A few cases of tuberculosis and cancer come to the attention of the Medical Staff yearly. In short, barring common human ailments and surgical conditions, the Division, once malaria is effectively controlled, should be able to present an enviable health record.

Control Conditions Prior to the Campaign

THE campaign we are about to describe may be said to have begun in the month of December 1925. At the beginning the efforts made were rather feeble, the sole moving force being the local Medical Department. A few months later the general Medical Department began its intensive drive in all the Company divisions and the local efforts derived considerable strength therefrom. As the work has progressed, the local authorities have become more enthusiastic over the results obtained, and greater latitude has been allowed our activities. Prior to the date mentiond, the control of malaria in the Division was in the hands of a Division Sanitary Inspector and three quinine-distributors who covered each of the four districts on horseback in an attempt to distribute quinine on a prophylactic basis, administering the drug to all those who could be induced to take it, mainly the laborers in camps. No attempt was made to cover the native families in the *bateys* and villages. The quinine was administered in solution, and this was mixed with rum in an effort to make it more palatable and as an inducement to the men to take it.

Notwithstanding the use of these measures, in December 1925 malaria was raging throughout the Division. Exactly how much there was before that time, we do not know. Local death records are at best very unreliable, and we doubt whether the time that could be spent in their study would be fruitful. We do know, however, that at least 50 per cent. of the admissions to the Company Hospital were for malaria; also, that at various points in the Division blackwater fever cases were of frequent occurrence, and this in our opinion is a fair index of the prevalence of malaria infection. A region where cases of blackwater fever occur must necessarily be an intensely malarial region. The best index was our personal experience and the First Blood Survey made by Dr. H. C. Clark, Pathologist, of the general Medical Department. We found an enormous number of infected persons in our daily work, a great many of whom were very heavily infected, as evidenced by the blood examination. Dr. Clark in this First Survey, made in May 1926 found that 55.9 per cent. of the persons examined harbored malaria parasites.

Labor Migrations Apparently an Important Factor

IN efforts to control malaria the labor migrations seem to be of importance. The sugar industry labor requirements vary markedly throughout the year. During the crop, when the cane is being cut and manufactured into sugar, a large labor force is necessary. When the crop is over and the dead season sets in, little labor is needed. As a result, the labor population of the Division varies greatly, and this labor migration, when the working force increases, must necessarily affect the malaria curve. This indeed has been found to be the case. The crop begins in the last days of December, when the recruited labor, a large number of whom are already infected

with malaria, pour into the Division. By the month of March, which happens to be the driest month of the year, the peak in the number of cases is reached. From March the cases begin to diminish, and the decrease continues until the end of the crop, when the exodus begins. Following the departure of the imported labor a rise in the curve in the settled population is noticed, year after year, which soon declines until toward November and December, when a small rise is again evident. Whether to explain these variations in the curve on the basis of meteorology and mosquito bionomics, or of labor migrations, it is not possible to say at this moment; but we may say that the labor flux seems to be the important factor.

THE MALARIA VECTOR

MALARIA is transmitted by anopheline mosquitoes, of which there are some 100 different species. Some of these are potent malaria-carriers, while others are of minor importance. In this Division, as in most of the American Caribbean countries, we are unfortunate in having as our carrier one of the hardiest of all, the *Anopheles albimanus*. There are three other species of Anopheles that have been found in Cuba—*vestitipennis, grabhami,* and *crucians*—but in our Division they must be very rare, as the *albimanus* is the one species that is constantly found.

Anopheles albimanus is capable of very long flights in search of blood, so that work directed towards its control should logically be extended quite a distance from habitations. However, our work has been limited to short-radius control of breeding grounds, and notwithstanding such limitations the results have been fruitful.

In the daytime the adult anopheline mosquito is hard to find, and although it may occasionally be seen in human habitations, it apparently prefers the canefields for resting and visits human habitations only at night for blood-feeding purposes. It prefers to lay its eggs and breed in clear water; and slowly flowing rivers, streams and creeks, with algae mats on the surface which protect the larvae from the fish, are favorable places. But the ideal breeding place for *Anopheles albimani* is a water-faucet draining ditch, well exposed to the sunlight, with not too much water, and with some grass on the edges. Here they can be found in large numbers. Indeed, small pools of rain water anywhere are prolific sources of mosquito breeding.

THE PROBLEM AND THE CONTROL-CAMPAIGN PLAN

THE problem that presented itself to us, then, was that of a large area producing a crop which requires a climate and an environment favorable to the breeding of the malaria-carrying mosquitoes that prevail in the area; and a migrating population which prevented thorough inspection and treatment the year 'round. Moreover, that population was composed of uneducated individuals who could not be expected to help themselves; for whom everything had to be done; who were heavily infected with malaria (as evidenced by the First Survey of Dr. Clark, which showed that 55.9 per cent. were infected); and in whom there was a considerable incidence of blackwater fever cases. It was obvious that malaria was primarily responsible for the high morbidity rate in the Division, and that the labor output must necessarily be low because of the high morbidity. It was a situation which could not be for the best interests of the Company.

In the concluding chapter of this article (which will appear in the next issue of the magazine) we shall briefly describe the methods utilized in contending with these conditions, and summarize the results which have been accomplished up to the present time.

By request, Dr. Malaret's splendid paper on Malaria, which is appearing in UNIFRUITCO *in three instalments, will also be featured in Spanish for the especial benefit of tropical employees. Chapter I which was presented in the May issue is featured in Spanish on Page* 602 *of this number. We are indebted to Señor Gil R. Ponce for the translation.*

Employees—domestic and tropical—who are studying this beautiful and, in our business, particularly important language, will benefit doubly in having Dr. Malaret's paper refreshed in their minds and in employing their knowledge of Spanish.

Passenger Inquiries

By John E. Henry

Passenger Traffic Department, New York

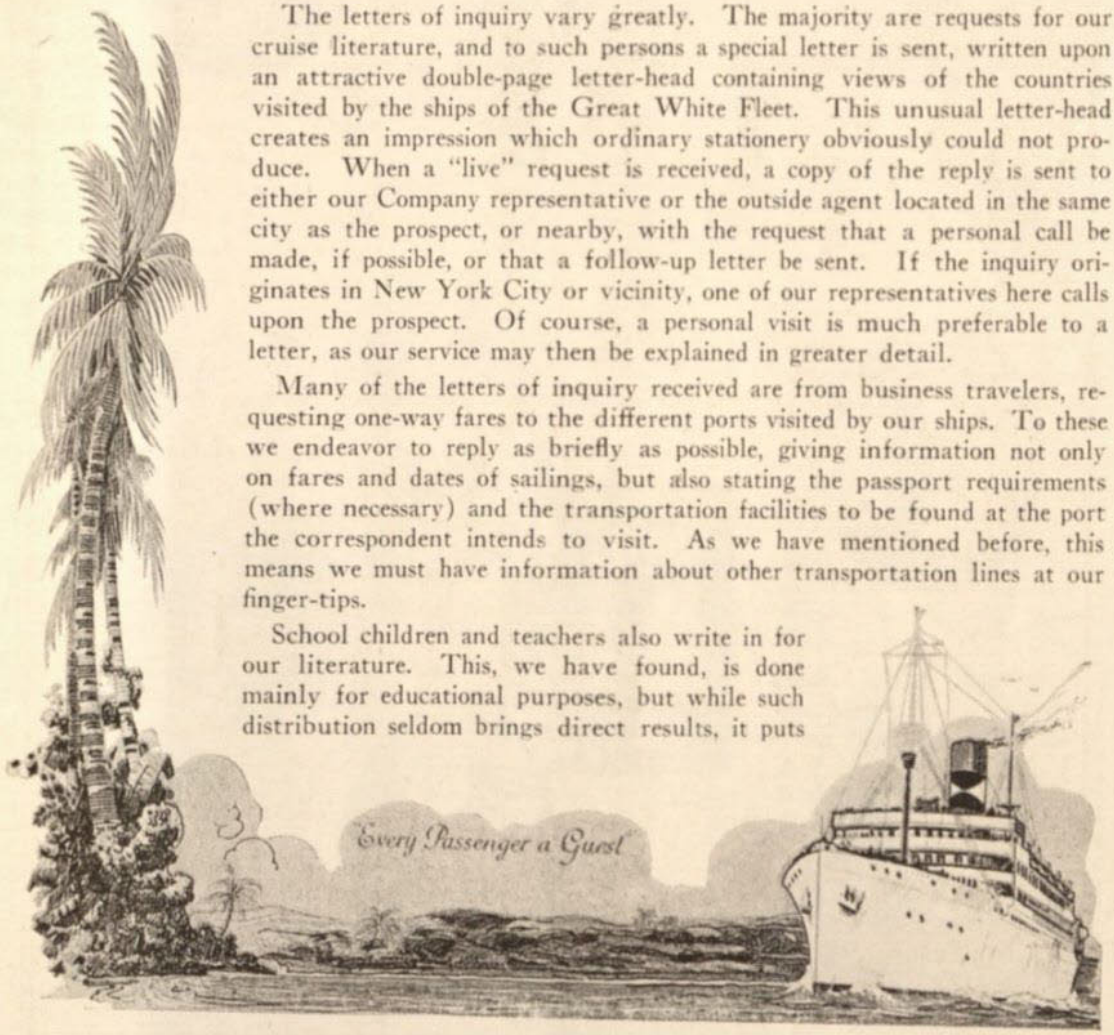
FEW people realize the important rôle the handling of inquiries plays in securing passenger bookings. It is the common belief that letters of inquiry are answered by merely enclosing a few leaflets in an envelope. If this were true, the task would be a simple and monotonous one. On the contrary, this work demands a knowledge not only of our own service, but also that of other lines operating in the West Indies and in Central and South America.

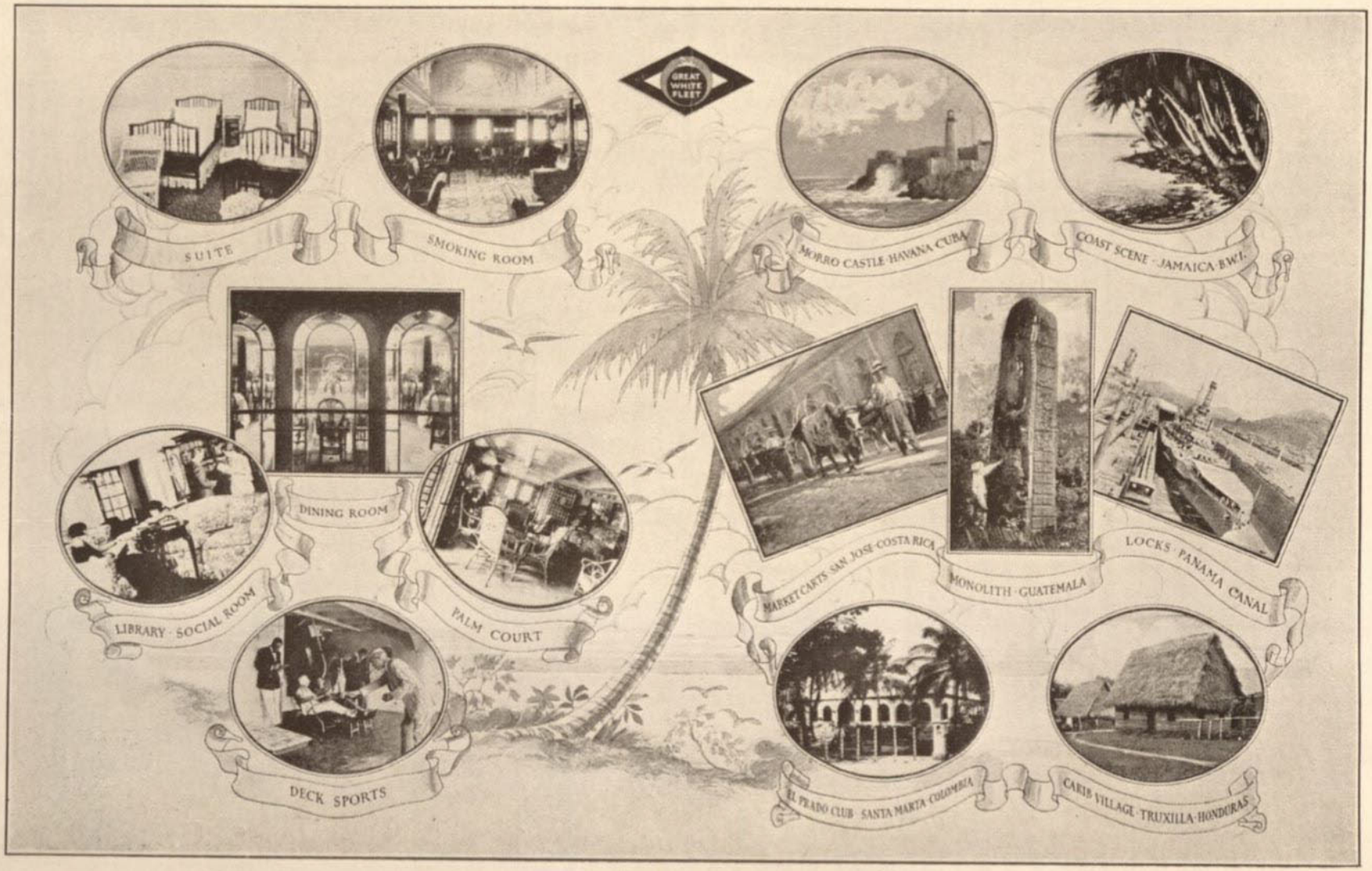
The majority of requests are received as a direct result of extensive advertising in many of the leading magazines and newspapers, domestic and foreign. Some names are obtained by our pursers from passengers pleased with our service who believe their friends would also be interested. Again, many employees in the organization boost our line to relatives and acquaintances, and in this way often secure good prospects for us.

The letters of inquiry vary greatly. The majority are requests for our cruise literature, and to such persons a special letter is sent, written upon an attractive double-page letter-head containing views of the countries visited by the ships of the Great White Fleet. This unusual letter-head creates an impression which ordinary stationery obviously could not produce. When a "live" request is received, a copy of the reply is sent to either our Company representative or the outside agent located in the same city as the prospect, or nearby, with the request that a personal call be made, if possible, or that a follow-up letter be sent. If the inquiry originates in New York City or vicinity, one of our representatives here calls upon the prospect. Of course, a personal visit is much preferable to a letter, as our service may then be explained in greater detail.

Many of the letters of inquiry received are from business travelers, requesting one-way fares to the different ports visited by our ships. To these we endeavor to reply as briefly as possible, giving information not only on fares and dates of sailings, but also stating the passport requirements (where necessary) and the transportation facilities to be found at the port the correspondent intends to visit. As we have mentioned before, this means we must have information about other transportation lines at our finger-tips.

School children and teachers also write in for our literature. This, we have found, is done mainly for educational purposes, but while such distribution seldom brings direct results, it puts




GREAT WHITE FLEET
SUITE
SMOKING ROOM
MORRO CASTLE HAVANA CUBA
COAST SCENE - JAMAICA B.W.I.
DINING ROOM
LIBRARY - SOCIAL ROOM
PALM COURT
MARKET CARTS SAN JOSE COSTA RICA
MONOLITH - GUATEMALA
LOCKS - PANAMA CANAL
DECK SPORTS
EL PRADO CLUB - SANTA MARTA COLOMBIA
CARIB VILLAGE - TRUXILLA - HONDURAS

John E. Henry

Mr. Henry commenced his business career in February, 1927, with the Potash Importing Corporation of America. In November of the same year he joined the UNITED FRUIT COMPANY *as stenographer in the General Office of the Passenger Department. In June, 1928, he was promoted to the position of stenographer in the Ticket Office, and in September to his present position of Correspondence Clerk, Booking Office, 17 Battery Place.*

The stationery which Mr. Henry tells us is used in replying to letters of inquiry concerning cruise literature is truly attractive. Printed in colors with the Company's name, Passenger Traffic Department, etc., featured in striking type, it is as unusual a sheet of its kind as we have ever seen. We are presenting Mr. Henry's article as though written on this sheet so that our readers may have an opportunity to appreciate its attractiveness. The center spread of the letter-head reduced to one-half its size is also presented.

---

our service before the parents of the children and the teachers, and is excellent advertising when judiciously handled.

Now and then letters are received which border on the ludicrous, although they are written in all sincerity. An example of this was a letter written by a miner in Nevada, working his claim about 10,000 feet up in the Sierras, who wished to visit the Cayman Islands for his rheumatism. The islands are about two days' sail by schooner from Kingston, Jamaica, and the miner intended taking all necessities with him—food, furniture, and a large tent. We advised him this would not be necessary.

The number of inquiries received varies with the season. Naturally, the winter months, when most people who can afford it wish to get away to tropical climates, are the heaviest, a large number of inquiries being received daily. From the end of March until June the number drops off considerably, but with vacations commencing in June, business increases gradually, reaching a peak again during the months of July and August.

LONG SERVICE ORDER OF THE UNITED FRUIT COMPANY

Employees Who Entered the Service of the Company During May, 1909

Name	*Present Position*	*Department*	*Division*
J. Scott Rider	Manager Western Division	—	San Francisco
William C. Wildey	Assistant General Manager	Purchasing	New York
Edward L. Commagere	Assistant General Superintendent	Tropical Radio Telegraph	New Orleans
Ralph D. Robbins	Master, S. S. *Macabi*	Marine	Boston
Sergio Bustos	Liquidation Clerk	Accounting	Colombia

Historia Del Paludismo

Y Resultado de Las Medidas Adoptadas Para Dominarlo En La Division Preston

Por el Dr. P. Malaret, hijo

CAPITULO I

¿ Ha oído Ud. alguna vez mencionar la teoría de que la desintegración de los imperios griego y romano se debió al influjo del paludismo, que convirtió en vasallos a sus ejércitos conquistadores? ¿ Sabe Ud. que las investigaciones todas de la ciencia abarcan tres grandes etapas o períodos históricos?

De éstos y otros muchos temas no menos interesantes trata el Dr. Malaret en este opúsculo, en estilo a la vez sencillo y ameno, que habrá de cautivar tanto al estudinte de medicina como al lego en la materia.

DESDE el punto de vista económico el paludismo, malaria, o fiebre palúdica, es hoy día, con toda probabilidad, la más importante de ls enfermedades conque tiene que luchar el hombre. Predominando extensamente en las regiones tropicales y subtropicales, manifiesta ciertos caracteres que lo diferencian claramente de todos los demás padecimientos. Distínguese principalmente porque, a pesar de que la mortalidad es relativamente escasa en proporción a lo morboso del mal, éste deja tras de sí lo que se ha calificado acertadamente como *debilitación de la masa de los trabajadores.* El paludismo es siempre de carácter endémico dondequiera que existe—nunca falta un número limitado de infectados en una localidad determinada—pero se convierte con frecuencia en epidemia recurrente, extendiéndose rápidamente y atacando a muchas personas a la vez. Este paso constante de la endemia a la epidemia y viceversa da por resultado lo siguiente: infección, tarde o temprano, de la mayor parte de los habitantes de una región determinada; crecido porcentaje, en todo tiempo, de personas infectadas; infección frecuente y reiterada de los individuos más expuestos; y finalmente, estado anémico y extenuado, en alto grado, de la población que sufre los estragos del mal. Si bien es cierto que las personas inficionadas continúan viviendo y trabajando, su estado de debilidad y pobreza orgánicas no les permite sino esfuerzos limitados, lo que necesariamente hace disminuir su capacidad adquisitiva y rebaja las condiciones de su vida, en lo social y económico. Y ésto es así no sólo porque en un estado enfermizo difícilmente se abrigan ideales de ambición y de progreso, sino también porque la prosperidad exige aptitudes y capacidades para devengar lo suficiente. El resultado es obvio; el paludismo, restándoles energías vitales a los habitantes de una comunidad, hace disminuir la producción económica de ésta. Esto tiene por efecto el disminuir automáticamente la capacidad adquisitiva individual, y los resultados inevitables son la pobreza, la ignorancia y la suciedad extendidas por doquier. Tales circunstancias, a la vez, ofrecen campo fértil para la propagación del paludismo y de otras enfermedades infecciosas y contagiosas; y de este modo se establece un círculo vicioso el cual, en operación constante, produce la *debilitación, en conjunto, de la masa de los trabajadores de la región.*

Por fortuna para la especie humana una ley natural viene a veces en su ayuda, pues el hombre, despúes de algún tiempo, desarrolla cierta tolerancia y se adapta a la presencia del parasito palúdico en su organismo. Si bien los no adaptables perecen, víctimas del parásito (por lo común en la niñez—y de aquí la crecida mortalidad infantil en las zonas palúdicas), los demás sobreviven; pero los que sobreviven apenas si son, por razón de su estado morboso, espectros físicos lastimosos en comparación con el hombre de regiones más saludables.

En las demás enfermedades infecciosas

tales como la pulmonía, la fiebre tifoidea, la fiebre amarilla, etc., el paciente sucumbe o se cura. La infección palúdica mata a algunas de sus víctimas, y otras se restablecen por completo; pero en la gran mayoría de los casos el individuo continúa dando albergue al parásito en su organismo durante su vida entera y llevando, en consecuencia, una existencia apática y aletargada. Hé aquí la malignidad peculiar del paludismo, si no llega a dominarse, y el gravísimo problema que representa para los que emplean un número considerable de trabajadores en las comarcas palúdicas.

La historia da cuenta de cómo en muchos casos vastas extensiones de tierras fértiles, apropiadas para el cultivo, han sido inhabitables o han tenido que abandonarse luego, debido al paludismo. Podríamos citar también la teoría que se ha avanzado de que la desintegración de los imperios griego y romano se debió a que sus ejércitos, enviados a lejanas tierras, regresaron trayendo consigo junto con las palmas y trofeos de la victoria el pequeñísimo germen malarial el cual, una vez desarrollado plenamente, causó tales estragos en ellos que los redujo, de conquistadores del mundo conocido, a la condición de vasallos de los bárbaros. Esta teoría la ha analizado muy habilmente W. H. S. Jones, quien parece aceptarla en cuanto a creer que las fiebres palúdicas que habían estado asolando la península itálica tuvieron tanta influencia para disminuir y agotar la resistencia orgánica de los romanos como el lujo y las disipaciones a que éstos se entregaron. No discutiremos aquí el valor de esta teoría, pero se la menciona sólo como prueba de la vasta influencia que le atribuyen al paludismo personas que han hecho estudios profundos del mal.

DEBIDO a nuestros conocimientos actuales, las condiciones extremas de que se ha hecho mención arriba no podrían hoy existir en ninguna región determinada. Pero antes de entrar a analizar el concepto moderno del paludismo, retrocedamos a la medicina de los primeros tiempos pues tal vez nos sea provechoso seguir la evolución de las ideas sobre la materia. Como dice Garrison, las investigaciones científicas todas abarcan tres grandes etapas o períodos históricos:

(1) La Edad Sobrenatural: en la cual los fenómenos de la naturaleza se explican asignándoles causas sobrenaturales, la ira de los dioses ofendidos, etc.

(2) La Edad Metafísica: en la cual se presume que ciertos poderes dominantes o entidades místicas gobiernan los fenómenos naturales y estos poderes, aunque de carácter indefinible, se describen en términos generales tales como el de miasma, malaria (que significa aire malo), fuerzas ocultas, etc.

(3) La Edad Científica o Positivista: en la cual se procura clasificar y sistematizar todos los conocimientos humanos por medio de la observación exacta y el experimento cuidadoso, y se trata de explicar todos los fenómenos físicos por medio de hechos averiguados, leyes naturales y causas próximas.

En la historia, no obstante, estos períodos no siguen el uno al otro en orden consecutivo. La experiencia y los conocimientos varían notablemente en distintas latitudes, entre razas y pueblos distintos, como también entre distintos individuos del mismo lugar y período. En todo tiempo han existido personas privilegiadas que han podido comprender e interpretar los fenómenos naturales de manera inteligente y científica sin que sus conocimientos tuvieran, sin embargo, significado alguno para la mayoría de sus contemporáneos, aunque siglos más tarde el mundo entero los aceptara. De aquí se deduce que en cualquier tiempo dado pueden muy bien coexistir en la mente de los hombres estas tres nociones respecto a los fenómenos físicos, según sus distintas capacidades mentales o las oportunidades que tuviera cada cual para instruirse. Esta es precisamente la condición que se observa cuando se examina la historia de las fiebres palúdicas. Además, al seguir la historia de cualquier padecimiento específico invariablemente hallamos que existió un tiempo en que se le confundió con otros estados morbosos que presentaban manifestaciones análogas, usándose un sólo término genérico para clasificar varias enfermedades al parecer relacionadas entre sí. Encontramos así en las literaturas de épocas antiguas que al paludismo se le confunde con otros estados febriles tales como el tifo, la fiebre tifoidea, las diferentes infecciones sépticas, etc. No fue hasta 1712, cuando Torti introdujo el uso de preparaciones con la corteza de la cinchona (quinina), que se logró distinguir la fiebre palúdica de las demás por medio de la llamada prueba terapéutica,

según la cual se consideraba como palúdica la fiebre que cedía a la acción de la medicina, dándosele otra clasificación a la que no cedía. Que esta prueba es por demás incompleta e insegura es hoy evidente; pero aún así, dicha clasificación constituyó un gran paso adelante.

Un examen de la hostoria del paludismo, con anterioridad al siglo XVIII, nos revela algunos hechos salientes. El primero es que el mal parece haber existido desde los tiempos más remotos pues ya en las historias de los pueblos primitivos se hacia mención de los síntomas del mal. En el Deuteronomio, que data del siglo trece antes de la era Cristiana, se hace sin duda referencia al paludismo cuando se dice que los que quebrantaran los mandamientos sufrirían de "el escalofrío, la fiebre y el calor sofocante, corrupción del aire y palidez." Y Homero, mil años antes de Jesucristo, menciona en la Iliada epidemias febriles que hicieron su aparición durante la conquista de Troya.

Desde los primeros tiempos se observó que existía alguna relación entre los pantanos y aguas estancadas y las fiebres. Se dice que Agrigento, en la Sicilia (504-443 a. J.), atajó la epidemia de una peste (al presumir palúdica) desecando las tierras pantanosas en los alrededores de la población de Selinonte.

El Súsruta, que es uno de los tres textos más importantes de la medicina bracmánica, escrito entre los siglos segundo y quinto A. D., trae una descripción bastante clara del paludismo, que el autor o autores atribuyen nada menos que al mosquito.

Con respecto al origen parasítico del paludismo, la idea parece haber sido muy antigua. Varro, que vivió en 116-27 a. J. atribuye los efectos malsanos de los miasmas de los pantanos a la presencia en el aire de una multitud de pequeños insectos imperceptibles que abandonando los lugares pantanosos se introducían en el organismo por los pulmones produciendo enfermedades fatales. Esta opinión fue aceptada por muchos de los antiguos y era también la teoría admitida por las autoridades, hasta el tiempo de los descubrimientos modernos.

NADA se adelantó en la edad media. Todavía a pricipios del siglo XVI Paracelsus (1490-1541), famoso médico alemán, sostenía que los padecimientos palúdicos se debían a la influecia de las estrellas. Sylvius de la Boë (1614-1672), eminente profesor holandés, opinaba que el paludismo lo causaban emanaciones de los pantanos que se producían por la acción de vapores salinos y sulfúricos que surgiendo de puntos malsanos alteraban la composición de la atmósfera. Federico Hoffman (1660-1742), profesor de Halle, mantenía una teoría algo semejante. Muchas teorías, que nadie pretendía comprobar, surgían por todos lados.

Nuestros conocimientos actuales de la etiología del paludismo datan de la obra de Juan María Lancisi de Roma, gran anatomista y epidemiólogo más notable aún. Garrison, comentando un tratado publicado en 1717 por Lancisi, declara que: "Al exponer la doctrina de los miasmas demuestra conocimientos profundos de la teoría del contagio y de la posibilidad de la transmisión por el mosquito, que explica en los términos de un naturalista." Fue él el primero en dar al mal un nombre que consideraba como descriptivo de su naturaleza, llamándolo "paludum effluvium" (efluvio de los pantanos) porque él creyó que un pantano, lago, o alguna otra clase de agua estancada era necesaria para producirlo. La enfermedad todavía se denomina Paludismo y éste es el término más común en los países de habla española.

EN 1712 Francisco Torti, profesor de Módena, escribió un tratado importante sobre las fiebres palúdicas perniciosas y su tratamiento por medio de la corteza de la cinchona. Este libro influyó mucho para hacer más común el uso de la medicina, y para restringir el término de malaria (aire malo), que él introdujo, a aquellas fiebres que cedían al tratamiento quinoso.

A partir de esta época un número siempre mayor de hombres de ciencia se interesaron en los posibles orígenes parasíticos o microbicos del mal, en especial después de los descubrimientos de Pasteur, y desde entonces se consideró más seriamente a los mosquitos como posibles conductores de la enfermedad.

En 1880 Alfonso Laveran, cirujano del ejército francés, estacionado en Argel, Africa, que había estado haciendo un estudio sistemático del padecimiento, tuvo la gloria de ser el primero que vió los parásitos vivos en la sangre de un enfermo palúdico. Siguiendo a

este descubrimiento, estudiantes por todas partes del mundo pudieron confirmar sus observaciones y completar el estudio de los parásitos; y los trabajos de los italianos—Marchiafava, Celli, Golgi, Grassi, y Feleti—fueron singularmente brillantes.

Conocida ya la causa de la enfermedad, el siguiente paso era determinar de qué manera estos parásitos se introducían en el organismo. Se avanzaron muchas teorías al respecto, pero ninguna parecía resistir la prueba.

En 1897 Sir Ronald Ross, del Servicio Médico Indio, obtuvo como recompensa a sus arduas labores, el hallar en las paredes estomacales de un mosquito anofeles un parásito algo semejante al que Laveran había visto en la sangre humana. Más tarde, estudiando el paludismo de los pájaros, pudo seguir la vida del parásito en el mosquito hasta que aquél se introdujo en las glándulas salivales, desde donde podía ser inyectado en el organismo del pájaro. Sus investigaciones posteriores demostraron que el paludismo humano también se transmitía de igual manera.

La historia descubierta por la industria y la curiosidad del hombre sobrepasa toda imaginación. Esfuerzos incansables e incesantes habían revelado que este padecimiento, tan común en tantos países, lo causaba la picada de una especie determinada de mosquito; que este mosquito, al picar, emitía de sus glándulas salivales una secreción que contenía ciertos parásitos animales; ques estos parásitos penetraban en los glóbulos rojos de la sangre del hombre, de los cuales se nutrían, dando por resultado que el organismo así infectado se enfermaba y algunas veces perecía; que si el organismo podía resistir y adaptarse a la infección del germen, parásitos tanto machos como hembras se desarrollarían allí, los que serían después ingeridos por el próximo mosquito anofeles que picara al enfermo; y que estas formas sexuales podrían unirse en el estómago del mosquito, dando así vida a una nueva generación de parásitos los que, pasando a las glándulas salivales del mosquito, esperarían pacientemente una ocasión propicia para introducirse en el cuerpo humano y perpetuar así su raza.

(*continuará*)

A Cane Fire *In The* Preston Division

Two thousand Preston men, fighting voracious flames which, like a giant torch held by an unseen hand sweeps everything before it, is the picture drawn by

E. S. Walker
Assistant to Manager

THE scene is the heart of the sugar plantations of the Preston Division. The date might be any one of a number this year or in past years, but we shall select March 13, 1929, as a date which will be remembered by many of the personnel of the Agricultural Department as long as they live.

There have been two months of dry, hot, and windy weather, so that the grass and cane leaves are so dry that they are like tinder and will ignite at the touch of a spark. A high wind has been blowing for two days, during which time everyone on the cane plantation, from Manager to cane cutter, has felt nervous and ill at ease. The third day of high winds is here, and the question arises in the minds of all, "Will we be lucky today?" By 10:00 A. M. an ominous feeling of restlessness becomes more pronounced as the mind pictures what could happen if a fire started—a feeling akin to that experienced by sailors in going through mine fields or submarine zones in wartime, or by soldiers in the zone of battle.

About 11:30 A. M., when the sun is hottest and the wind strongest, someone, we shall say a careless cane cutter, accidentally drops his lighted cigarette on the sun-baked care leaves, and instantly flames shoot up with such in-

This picture of a cane fire, similar to the one described in the article, was taken from Mejia Hill, May, 1922, by Mrs. E. S. Walker, wife of the author

tensity that it strikes terror to his heart, as he realizes he has started something that no human power can stop.

The first burst of the flame has caused black smoke to roll up that is almost instantly seen by everyone who may be in the open fields for miles around. The Fire Lookout from his station on the hill has seen it and has telephoned the dread news instantly to the Agricultural Department headquarters in Guaro and to the neighboring farms. Men may be seen rushing to the scene of the fire, some on foot, some on horses or mules, and some on motor cars. In fifteen minutes five hundred men are there, but it is too late to stop the rush of the mighty fires as it sweeps along in its course. Soon many more men arrive and there may be some two thousand men fighting the flames in an effort to hold them within a circumscribed area. The intensity of the conflagration is so great that no living thing can stand before it and continue to live.

All the men start to work, some on one side of the path of the fire and some on the other, in the endeavor to confine the flames to a narrow strip. How these men work! What suffocating smoke and blinding ashes they endure. Every man from superintendent to cane cutter does his very best. It is a tradition among the laborers that the best man is he who can perform most ably at a cane fire. Each one tries to outdo the other. But in spite of all their efforts, the voracious flames, like a giant torch held by an unseen hand, move on with an irresistible speed. Those who are two or three miles ahead of the flames see the black monster coming and prepare to meet it by moving all animals and personal effects out of its path, as they know that nothing will stop it as long as there is anything to burn until night comes and the wind decreases, and the cool dampness comes from the ground to lower the temperature and moisten the dry cane leaves and grasses. As darkness approaches the speed of the flames diminishes somewhat and by nine o'clock the fire has been brought to a halt some three miles beyond our own property line, or some nine miles from its starting point.

It is a sad, grimy, sore-eyed, hungry and weary-looking group of men that winds its way slowly back to their homes after the fire has died out. Many of the laborers' small shacks have been burned and they must sleep on the ground. Although everyone is weary and tired to the point of exhaustion, a hasty consultation is held by the Superintendent of Agriculture with his District Superintendents and Overseers in the open fields by the weird light of the smouldering embers, to determine the approximate extent of the fire and to lay plans for harvesting the burned cane. The cane must be harvested quickly, within the next ten days at the utmost. Finally an approximate idea is obtained as to the extent of the area burned, and general plans are decided upon. Men are dispatched to the various harvesting organizations to advise where they shall begin harvesting the burned cane. Then all go home to clean up and eat before

retiring for a few hours of fitful sleep, and arise again at the "crack of dawn" to proceed with the work of harvesting the burned cane within the shortest possible time.

A complete survey next day shows that an area of 2,570 acres has been burned over. This area is embraced in a strip 6.15 miles long by a mean width of .65 miles wide, the width varying from about one quarter of a mile to one mile.

Some thirty-three organizations are put to work harvesting the burned cane, hauling it to seventeen loading switches and utilizing 2,700 men, 284 cane carts, 1,500 bulls, 10 cractors, and one steam hoist. By working steadily fifteen hours a day for about ten days, 94 per cent. of all the cane suitable for milling has been harvested, so that the net loss has been held to a minimum. The agricultural man's chief regret is the loss of the cane trash which covers the fields and aids in the growth of the cane for the ensuing crop.

After the last stalk of millable cane has been harvested, the battle—for it resembles a battle—is over.

Plant Performance Records

By Wilson Popenoe and A. N. Hartman

UNIFRUITCO readers have enjoyed many articles contributed to the magazine by Dr. Popenoe and Mr. Hartman of the Tela Railroad Company, and they will immediately recognize, when they see both these names given as authors of a paper, that they are in for an intellectual treat.

TO hold the pulse of the banana plant and count the heart beats—this (if we may be permitted the metaphor) is what the Research Department is trying to do through the use of Plant Performance Records.

There is nothing new or startling about performance records, not even in their application to banana culture. J. H. Wilson has sent us from Costa Rica a filing cabinet literally stuffed with figures which were compiled in those good old days when Mr. Cutter was a timekeepeer, and the members of the San Jose baseball team (as recently depicted in UNIFRUITCO) wore huge mustaches.

Before entering upon a discussion of their present use, however, we had best make clear what we mean by the term Plant Performance Records. We mean, simply: accurate and detailed measurements of growth and production.

Plant performance, or plant behavior (if you prefer), can be measured and studied in two separate ways—individually and collectively. Detailed observation of the individual plant must come first, after which we can make comparisons of the behavior of groups of individuals. It is not until we reach the latter

Measuring and recording the diameter of banana plants—one item in the list of operations which develop Plant Performance Records

stage that we begin to reap the benefits of the work. We cannot accept the behavior of an individual plant as representing the normal or average for many plants under like environmental conditions. We must compare many individuals and strike a real average.

The Research Department's use of Plant Performance Records dates back several years. J. H. Permar, working at Santa Marta under the direction of Dr. J. R. Johnston, carried out a series of observations designed to determine "why we fail to get 100 per cent. production." Calculating the total number of stems which a hectare should yield, then comparing this figure with the known returns from the farms of the Division, a considerable discrepancy was observed between what really was obtained and what the figures showed to be theoretically obtainable under ideal conditions.

Every banana man knows, offhand, that it is impossible to secure 100 per cent. production. But the question was: What is the relative importance of the several factors which enter into the matter? In other words, are any of the losses unreasonably high?

About two years after Mr. Permar carried out his investigation, we received a visit, at Tela, from Dr. A. D. Shamel of the U. S. Department of Agriculture. Dr. Shamel has been fostering the use of Plant Performance Records in California and elsewhere for many years. Through his efforts, and those of other horticulturists working along the same lines, many orchardists and nurserymen now make it a regular practice to keep performance records on their trees. The object is twofold: the intimate knowledge of plant behavior obtained through this practice has been found of immense value as a guide to cultural operations; and, in the second place, it has been observed that "sports" or "bud-variations" sometimes occur. On orange and lemon trees, for example, an occasional limb or twig will produce fruit differing slightly from that of the rest of the tree. Some of the variations are undesirable (coarse skin, lack of juice, etc.) while others are desirable (attractive appearance, abundant juice, good quality, productiveness, etc.). It has been found possible to propagate these variations through grafting, thus raising the general level of quality or yield.

At left: Measuring the height and diameter of the bunch

At right: Weighing individual hands, and measuring the length and diameter of average fingers—final details in the preparation of Plant Performance Records

Dr. Shamel thought it would be worth while for us to carry out studies of the banana plant along the same lines which have been followed in the United States. He pointed out that we could not fail to gain from this work. Even if we did not find any "bud-variations," we should be certain to learn many things about the behavior of the banana plant under normal environmental conditions which would prove interesting and valuable in connection with our general cultural program.

He laid out the first plat of 50 mats, to which we have since added several others. We began by taking monthly height measurements on all plants, together with the approximate date of shooting; date of maturity (with grade); number of hands; and number of fingers on each hand.

We later elaborated the recording, to include all points which we thought might have any bearing on our problems, and to test the general possibilities of the method. Form and general character of bunch; weight of bunch, hands, and individual fingers; length, thickness and curvature of fingers have all come in for attention, as well as the diameter of the plant and the number of functioning leaves. From this elaboration of the technique we have been able to determine which characteristics are of most value to us as indicators of environmental influence upon plant behavior.

The work of taking records is carried out mainly in the field. Research men, armed with measuring rods for taking the height of plants, spring balances for recording weights, and small steel tapes for use on individual fingers, take monthly measurements on all plants. Fruit is cut weekly, and carried to the house, where each bunch is weighed. The individual hands are then removed and weighed, one by one, and where the program necessitates detailed measurements of fingers, these also are recorded. It is a simple process throughout, the only requirements being patience and accuracy.

EVERY day, questions arise upon the farms which cannot be answered fully and accurately except by means of Plant Performance Records. Naturally, we cannot always apply to other Divisions the answers which have been obtained in Tela, for plant behavior depends on conditions in which the plant develops, and these vary, not only from Division to Division, but from farm to farm, and even within individual farms themselves. We are attempting to ascertain how far we can safely carry the application of our information and in this manner protect ourselves against unwarranted conclusions. To do this, we must have accurate data regarding natural conditions as well as Plant Performance Records. Temperature, humidity, and rainfall records are obtained in the vicinity of all plats which are under observation, and the Soil Chemists furnish us with detailed information concerning the soils on which our plants are growing. Test wells are used, where necessary, to observe the rise and fall of ground water.

IN the beginning, Plant Performance Records constituted an end in themselves. We were interested in such things as growth rates and the length of time between shooting and maturity of the several grades under different climatic conditions at different seasons of the year. From these studies we hoped to gain, and believe we have gained, definite quantitative information of use in connection with banana operations. We had in mind, also, the observance of variations or "bud-sports" if such occurred; but to date we have found none.

Lately, while retaining their value as quantitative information regarding the behavior of the banana plant under normal environmental conditions, Plant Performance Records have assumed a second and very important place in the Research Program. They have supplied us with an accurate measuring-rod for evaluating the results of experiments on spacing and pruning, fertilizers, and the like.

It is only through precise quantitative data that we can determine the comparative value of different cultural treatments. It is not sufficient to trust the general appearance of the plants, and the gross return as measured by number of stems and count bunch ratio. Good economics demands, in many cases, that we work out the profits, as compared with the costs, to a fine degree. This we can do only if we have complete records regarding the time required to bring in the crop; the weight and quality of the fruit; the losses from various causes, and like matters. We can secure this

information only through detailed and accurate weights and measurements—that is, through Plant Performance Records.

The possibilities of being stuffed with figures, referred to in the second paragraph of the preceding article, are illustrated by some details of the Plant Performance studies themselves. At Tela we maintain 20 separate growth plots with an average of 70 mats of bananas per plot. Thus there are 1,400 mats altogether, with an average of three trees per mat—a total of 4,200 trees. Now in order to make all the necessary records and to follow the growth of each tree and its production in what we consider the proper degree of detail, we make about 130 observations on every tree in the course of a year. 130 observations for each of 4,200 trees makes a total of 546,000 observations annually. When it is considered that all these observations must be recorded, the amount of detail in our records is obvious.

Other groups of figures may readily be developed. For instance, the average banana tree or plant grows 14 feet in a year. Our 4,200 trees, therefore, make a combined growth of 11 miles every twelve months. This reduces to seven feet per hour or one inch for every minute of every day and night.

United Fruit Company Goes "On the Air"

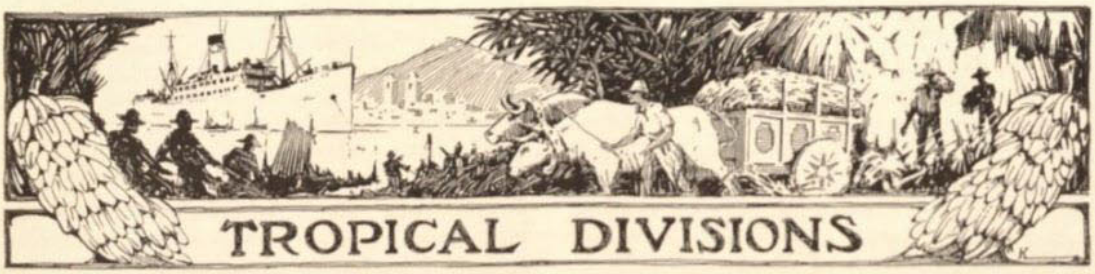
Program characteristic of the national life of the tropical countries touched by our steamers broadcasted over WOR

THERE are a few misguided persons scattered around through Greater New York and vicinity who think of the tropics in the summer-time as a place of unbearable heat. These unfortunates are in the same mental scale as people who put bananas in the refrigerator. Of course they should know better because thousands of dollars have been spent to educate them, but we shall have to persist in our educational work until all the world knows that the finest place in the world to spend a summer vacation is the "Golden Caribbean" with its history and romance, its cool Westerly Trade Winds, and the facilities it offers for having a wonderful health-renewing time.

For a great many years the Great White Fleet has been engaged in a campaign designed to produce more summer business. Newspapers, magazines and intensive direct mail work have shown fair results, but this year, for the first time, Vice President Doswell, in charge of traffic, determined to go "on the air" and as a result thirteen programs have been arranged which will be presented on successive Tuesday evenings, up to and including Tuesday, July 2, from station WOR, Newark, New Jersey. Listen in, everybody, because each program will be melodious, characteristic of the national life of each of the countries with which we do business, and the half hour will be instructive as well as artistic and amusing.

Station WOR has gone to unusual trouble to assure the Passenger Department of an unusual combination of talent in order to make programs to satisfy the most ardent radio fan. There is a marimba band, a very fine string orchestra, a quartette of "Great White Fleet Girls" and a running commentary on the various countries sure to interest any one contemplating a summer vacation.

The first program, which featured the Guatemala cruises, was presented on Tuesday evening, April 9. It was very snappy, and a number of encouraging and enthusiastic reports have been received. The program is on the air Tuesday evening from 9:30 until 10 o'clock. Tune in and surround yourself with a real tropical atmosphere.



Costa Rica

The Motive Power Department

By Robert C. Johnson
Chief Draftsman

GLANCING through past records of the news from the Costa Rica Division, it is surprising to find that very little space has been given to the activities of the Motive Power Department. These so-called "activities" are by no means to be lightly passed over, and perhaps a few paragraphs will enable the writer to explain why.

It may be well to introduce the reader to those valiant *hombres* who are responsible for the operation of this Department. Mr. Randall Ferris, in the employ of the Company for 21 years, has been Master Mechanic during the past ten and a half years. Mr. Sam Manley, one of the old timers, who ventured out here in 1906, has been Assistant Master Mechanic since 1926. Mr. Tom Storey, in San Jose, with 36 years Company service, and Mr. John Magee, in Limon, are the Machine Shop Foremen. Mr. William Allan is in charge of the Car Shop in Limon. Mr. Augusto Bourrillion is Chief Engineer in the Electric Light and Power Plant. He, too, is one of the old timers, having been with the Company for the past 30 years. Last, but not least, we have Mr. George Montandon as Foreman in the Motor Garage. This, then, is the *jefe* personnel of the Motive Power Department—five Englishmen, one Frenchman and one Costa Rican.

The Machine Shops are operated chiefly for repairs to locomotives (46 in number), steam shovels, cranes, derricks and other apparatus appertaining to railroad operation. The rate of locomotive repair is usually regulated by the mileage of each locomotive. The small tram engines are generally sent into the shops after they have covered 42,000 miles, while medium engines are rated for 60,000 miles. The mileage of the larger engines varies according to the service which the locomotives cover, but generally speaking it may be said that those on passenger service are rated to cover 40,000 to 45,000 miles before repairs are required; those on freight service from 48,000 to 55,000 miles. With all this mileage, there is naturally the usual amount of running repairs, but apart from this, it is found that 50 per cent. of the locomotives pass through the shops for either "Heavy," "Light," or "General" repairs.

Under "Heavy" repairs, a locomotive undergoes a thorough overhaul during a period of from 8 to 10 weeks. All worn parts are renewed, wheels are taken down and turned, and everything is closely inspected for possible defects detrimental to the efficient operation of the locomotive. "Light" repairs usually take from 2 to 4 weeks and consist only of small necessary adjustments undertaken during those periods when there is no actual need of the locomotive. "General" repairs are more or less similar to "Light," except that they are, of course, more inclusive—one visit to the shops for "General" repairs would cover the work done on a locomotive in two or three visits to the shops under "Light" repairs. "General" repairs usually take from 4 to 8 weeks. Taking all repairs into consideration, it is found that the cost is a small fraction over $0.10 per locomotive mile.

Most other jobs for the Machine Shops are

covered by what we term "Shop Orders". These are as numerous as they are varied, and cover all steel and iron work required by all the other departments—drilling, machining, bending, cutting, electric welding, etc. These operations are carried out by means of a large variety of lathes, drill-presses, boring and milling machines, hydraulic presses and other such machines, which are at the disposal of the machinists.

The Car Shops, both in Limon and San Jose, are at full working pressure throughout the year. All freight and passenger cars are designed and built by the Company, native artizans being employed who give most satisfactory service. Ninety to ninety-five per cent. of the material is imported from the States, but the drilling and forming of all channels, beams, arch-bars, and other parts connected with the under-frame, as well as the finishing off of all the lumber for the wooden upper-structure, is completed in both our Shops. The passenger cars are usually built in San Jose, while the Limon shops carry the bulk of the freight car work. There are over 1,000 cars in operation and more than 50 per cent. of these pass through the shops during the year for repairs of some kind. It may be a new under-frame that is required, a new upper-structure, new trucks, or the complete job of scraping and repainting, but whatever the work is, it is done quickly and efficiently. It is estimated that the cost of repairs for freight cars is around $21. per 1,000 car miles, and the cost for passenger car repairs approximately $12. per 1,000 passenger car miles. Naturally a large number of men are employed in the Car Shops—approximately 550 yearly.

A large number of cabinet-makers are also employed. All furniture for the Company houses is made in the Limon Shops—tables, chairs, cupboards, dressing tables and even ice-boxes. The majority of the desks in the offices are designed and made with the best lumber available and brought to a smooth finish. Most of the sign-writing, too, is done by the Car Shop, and all stencils used are actually made by the painters themselves. In fact, all labor connected with "wood-work" or "painting" for the Division is done by Company employees in the Car Shop.

Up to this year the Electric Plant has supplied electric light and power to the entire town of Limon, including the Company buildings. With the growth of the town, the demand for more lights has naturally increased, and unfortunately the Turbo-Generator has not been able to meet the demand. In fact, the plant has been on an "over-load" for several years. A new Electric Company has been formed (to supply alternating current) and as soon as this company has completed its work, the UNITED FRUIT COMPANY Power Plant will provide power and light for its own purposes only.

The Power Plant is equipped with a 300 H. P. Babcock Boiler, three 85 H. P. Sterling Boilers, a Turbo-Generator of 1,600 Amperes capacity, four "Arc Light" Generators (G.E. Co.), operated by Harrisbury Steam Engines; also several oil and water pumps, Condenser and Switchboards.

The Motor Garage has in operation some 46 cars, 38 of which are "two-cylinder" cars. These are designed on similar lines as the Fairbanks-Morse motor No. 32; we also use their engine. All repairs, except those to the wood-work (these are done in the car shop) are completed in the Garage itself, a lathe, drill-press and other machinery having been installed. All cars are very substantially built, and while a two-cylinder car weighs 900 lbs. and travels 35 miles maximum per hour, it has been found that a four-cylinder car, weighing 1,500 lbs., will travel 48 miles an hour.

We are aware that the information set forth in these few paragraphs is rather sketchy, but it will, we trust, enable the reader to have some idea of the work done by the Motive Power Department. It is difficult to depict clearly all the phases of work by means of a few written words, and we hope that those who happen to come to Limon will make it a point to visit the Department and see for themselves the work of the various sections.

The Hospital Picnic

ON the night of March 25 there was a glorious moonlight, and Miss Walsh, who is always thinking up something nice for others, suggested that we have dinner on the beach at Westphalia. Needless to relate, the suggestion was received with much enthusiasm. Promptly at 6 P. M. a number of us started from the Hospital and bumped gaily along over railway crossings and bridges, getting to the beach in record time.

Arrived at our destination, we proceeded to build fires—Dr. Salisbury is a past master in the art of camp fire building—for which we all industriously gathered sticks. By the time

the coffee was made we were all ready for dinner and ate enormous quantities of sandwiches, chocolate cake, ice cream and sand. Dinner over, the moon, until then slightly veiled by clouds, came forth in all her glory and hung like a huge golden platter in the sky, gazing at her reflection in the water. The stars seemed much larger than usual. Even Orion appeared to be charging Taurus with more than his usual ferocity; and the big dipper hung low on the horizon.

We had brought the gramophone, and Dr. Del Pino, our visiting Cuban Doctor, treated us to a delightful exhibition of the tango.

Time passed all too quickly and it was 10:30 and time to go home before we realized it.

With one backward look at the beauty of it all, we piled into our chariot and headed for home once more.

It was a wonderful night. We wish there were two full moons in every month.

Baseball

SUNDAY afternoon, March 17, under a blazing tropical sun, the Benedicts and the Bachelors of the Division attempted a settlement of the much argued question of supremacy in baseball. Several of the players were awakened from their peaceful slumbers to enter the fray. This late sleeping was accounted for by the best tourist dance of the season, which had been held the night before. And what a dance that was! The orchestra from the S. S. *Ulua,* with the peppiest saxophonist ever heard in these parts, kept the dancers at it until nearly sunrise.

To get back to the game, the single players under the able piloting of Harold Haase romped home with a 13 to 7 score. "Charlie" Gerchow pitched an admirable game for the married men, but the heavy hitters among the young bucks of the opposing team were not to be denied, and, as his fielders were in a generous mood toward the Bachelors, the result just had to be as it was. Carl Standish caught a nice game for the married men.

High lights of the game were "Big" Davis smashing a home run over the right field fence, which caused Earl Ames subsequently to play his position as right fielder, every time Davis came up, with one foot on either side of the barbed wire fence; and the catching of Earl between second and third base, where he was eventually tagged out after much running, and by half the single men's team. It was great fun, and the Benedicts threaten revenge.

OUR old friend, Carl H. Lyerly, Manager of the Republic Tobacco Company in San Jose, was married on the morning of March 2 to Miss Mary Gertrude Kirtley, formerly of the American Legation staff. The bride and groom flew to Limon on the passenger plane of the Pan American Airways, Inc., and were met at the landing field by an enthusiastic group of friends headed by Mr. Cloward and Mr. Kress. Good wishes were showered on them, between handfuls of rice, and they were escorted to a riotously decorated old Ford, although they attempted to escape to a more subdued looking automobile. Beside the traditional placards, one bearing the slogan "I'm a LUCKY Girl," and another "Not a Cough in a Car Load," were prominent. The front of the car was heavily decked with native flowers, and there were tied to the rear numerous old cans. It was a noisy procession that headed toward the wharf, where additional friends were waiting with another supply of rice. The newlyweds immediately boarded the boat for Panama, with the best wishes of everyone.

The attractive bookcase built by the Limon Shops, to hold the new Unifruitco Club Library, has been installed in the Community House. Betty Oedell, our hard-working Librarian, is being kept busy supplying mental fodder to the intelligentsia of the Division.

Mr. Howard Wing, Merchandise Inspector, arrived in Limon on the S. S. *San Jose,* March 6, to spend several weeks in our midst. He is an enthusiastic visitor to the "old swimming hole," and declares that Limon dances are certainly jolly affairs.

On the S. S. *Limon,* which sailed March 9, were Arthur E. Keates, Overseer of Boston farm, Mrs. Keates and Junior, bound for England and vacation.

On the same boat, Mrs. Ben Scoltock, wife of our Fruit Department Superintendent, sailed for a visit to her old home in Scotland.

Mrs. Harold L. Gore, wife of our Chief Radio Operator, sailed for the States on board the S. S. *Iriona,* March 21, for a visit to her family.

Harold and Ben, suffering the hardships of grass-widowership, are attempting to console each other.

Bill Boschen, after several months of hard work in Puntarenas, where he has had the job of untangling the hectic freight situation, is off for vacation to the States, on the S. S. *Calamares,* sailing March 31.

Thursday, March 28, witnessed the resumption of train service between Limon and San Jose, the first passenger trains since November 22 to pass between the two cities. There was much rejoicing all along the line. It has been a considerable feat on the part of the Railroad and the Engineering Departments to have the line open at so early a date, approximately three months ahead of the original estimate.

On the S. S. *Saramacca,* which arrived March 21, were Mrs. E. A. Ames, wife of our Junior Assistant to the Manager, and their four children. Mr. Ames' usually cheerful countenance is radiating more cheer than ever. The four young Ames' are all perfect swimmers and haven't missed a day of sport in the old Caribbean yet.

Audrey Syrett, latest addition to the stenogs in the Accounting Department, and daughter of W. D. Syrett, of the M. & S. Department, arrived on the *Coppename,* March 26, from Bluefields, Nicaragua, where she had been located with the Cuyamel Fruit Company.

Ray Huber, beaming from ear to ear, sailed on the *Calamares,* March 31, headed for New York and vacation. Ray is Commissary Inspector of the Merchandise Department.

April 1st, 1929 5% Stock Dividends Extended to Stock Subscribers Under the Employees' Stock Purchase Plan

OUR directors have voted to extend the 5% stock dividend recently declared on UNITED FRUIT COMPANY stock to the stock subscriptions of employees under the Employees' Stock Purchase Plan. Accordingly, each employee who had been allotted shares previous to March 2, 1929 will receive this 5% stock dividend upon completion of these subscriptions, either in stock of the Company or in cash equal to the market value of the fractional shares.

Subscriptions for twenty shares or more, or two or more eligible subscriptions totaling twenty shares, will be increased by one share for each twenty shares subscribed. Where two or more eligible subscriptions are combined to total twenty shares, the additional share will be credited to the latest subscription. On completion of these subscriptions the employee shall be entitled to receive from the Company the same dividends which he would have been entitled to receive if he had been registered owner of such stock April 1, 1929.

Where an employee's subscription is not an exact multiple of twenty the fractional share to which he would be entitled shall be allotted to his account. If, at the time of the full payment of his subscription he shall have become entitled to other fractional shares, all fractional shares shall be computed together and if they total one full share or shares he will receive the same at such time. For any balance of fractional shares at that time outstanding, the subscriber's account shall be credited with the cash value thereof computed on the market value of Fruit stock as of the last conversion date of any warrants that may have been issued representing fractional shares. No dividend shall be payable on any fractional shares until such shares together with other fractional shares, shall have entitled subscriber to one full share hereunder.

These fractional shares, therefore, may not be added to any fractional share warrants which a subscriber may have received in respect to any shares which are now registered in his name.

Treasurer

Sightseeing Trip Through Preston,
Sponsored by the Women's Club

THE sign, "Sight-seeing Trip Through Preston," which appeared on the bulletin board in the hotel, caused many derisive comments: "As if anyone who's been here three days hadn't seen everything!"—"Must be the new Cuban bus trying to advertise!"—"Now, if they'd go to Santiago—," etc., etc.

However, those who correctly interpreted the American psychological advertising by suggestion, appeared at the American Club on Saturday night, April 6, and received their reward.

The bus was there! A real work of art, reflecting credit on the Building Department.

If our witty conductor and "barker," Mr. MacDevitt, had been heard by an enterprising California "rubber-neck" company, we are sure Preston would be the loser.

As the travelers came near a gathering of people, of course the romantic disposition of Sr. Santamaria led him to suspect a wedding —and sure enough! There was Miss "Pestrum" Mumford and "Burtrum" de la Guardia. Surely no blushing bride and heroic groom ever received such an ovation. Beauty and grace will win! The bride's delicate bouquet of purple Bougainvillea matched the modest wreath which held in place her graceful, flowing veil of silky mosquito-net. No wonder our "Justice" Chippendale was moved to "recommend the five dollar weddin' which is more bindin' thun the three dollar one."

The lady with the feather in her hat, we were told, is a Mrs. Cole who is touring Cuba in the interests of the "Bigger and Better Tennis Court League." Anyway, she sure knew her stuff when she caused the driver to stop at the Chinese garden where our "men of mystery," Mr. Chippendale and Mr. Pollard, were performing.

All the "high-brows" in the party had their chance to hear real classical music, as there was a violin duet by Rolande and Roseta and some real Hawaiian guitar playing by a native of that country. We were fortunate in being able to hear the latter number, as Mr. Mokey Kava has just come to Preston. Then there were the very much enjoyed vocal selections of Mr. Cook, Mr. Mumford, and Mr. Conway, accompanied by Mr. Kava on the steel guitar. A monologue given by Miss Lee in southern dialect was well received.

Our pretty little blonde passenger was heard to remark to the "bigger-and-better tennis court league" agitator, that when it came to real examples of terpsichorean art we could place our performers, Miss Beeler and Mr. Neumann, right with Ziegfeld's best.

After such a long trip the tourists certainly enjoyed the doughnuts and coffee served by a committee headed by Mrs. Mumford and Mrs. French.

The evening ended in dancing to the lively music of our orchestra "The Havana Ramblers".

On the night of March 30 one of the most enjoyable dances of the season was the Dinner Dance at the Hotel Preston. An excellent dinner was served under the direction of Mr. MacDevitt, during which time the Preston Orchestra furnished music. A large delegation from Banes and Antilla were present and to all appearances enjoyed themselves thoroughly.

Preston Personalities

Mr. Gabriel Pascual, employed in our Construction Department as Clerk and draftsman, owing to illness was obliged to give up his college career but through a correspondence course not only mastered the English language but learned the art of sketching as well. He is responsible for many of the clever cartoons featured in Preston's section of our magazine.

Banes

THE British employees of this Division recently entertained Mr. Hughes-Hallett, British Consul of Santiago, at a delightful luncheon in the Banes American Club. Mr. Hughes-Hallett was making an official tour of the Province of Oriente, and Banes was one of the scheduled stops in his itinerary. Among the guests of honor at the luncheon were Mr. and Mrs. John Mitchell, Señor Delfin Compañá, Mayor of Banes, and Señora Campañá; and Mr. W. L. MacDonald, British Vice Consul at Antilla.

Mr. R. V. Sara ably performed the duties of toastmaster and opened the speechmaking with a toast to Cuba and her President to which Señor Campañá replied with a toast to the King of England. Followed a toast to the President of the United States by Mr. Richard Hill. Mr. Mitchell then addressed a very fitting speech of welcome to Mr. Hughes-Hallett who replied in a few well-chosen words in which he expressed the pleasure he experienced at meeting those from the Old Land and the Colonies who were, as he put it, fortunate enough to be located in such a desirable place as Banes. A toast was then drunk to our President, Mr. Victor M. Cutter, and Mrs. Richard Hill concluded the speechmaking with the recital of a very clever poem of her own composition entitled "A Toast to British Men by an American-Born Wife."

After the luncheon Mr. Hughes-Hallett inspected the Company's splendid bathing beach at Puerto Rico and the polo field and, after watching a few chukkers of polo, he left for Preston in company with Mr. MacDonald.

Basket-Ball is Popular in Banes

ALTHOUGH basket-ball is not a sport that would seem to fit in with the climate of a southern country, the local Division has seen some of the best basket-ball that could be witnessed in any part of the States. Headed by Captain "Ray" Murray, former Bentley star, the "Sweet Sugar Five" have played fifteen games this season and lost but one.

Starting off against the Banes Cuban Town Team, the cane boys scored a number of victories before they ran across the fast team of Vista Alegre of Santiago. This team claimed the championship of Oriente last year and well might they hold that honor, as they were comprised of veterans who had learned the game in the States. It was this game that spoiled the record for our team, but the team came back strong in the following two games, when they defeated the San German and Santa Lucia teams. Both of these fives were likewise composed of Cubans taught in the States, but they failed to hold Captain Murray and "Bozo" Currier, forwards. Steele was a mainstay at center during the season while the back courts were looked after by Cooke and Green, assisted by Howe. Much credit is also due the substitutes, Hagaman, Johnson and Benet.

We cordially welcome the following two new employees to Banes:

Carlton deCourcey Hinds, Timekeeper for the Agricultural Department. Mr. Hinds was born in the Barbados, but in recent years has been interested in tobacco cultivation in Africa, and we are wondering what "smoking" experiments he may try in Cuba.

Carroll M. Brough, Junior Engineer, is a "Massachusettsite," specifically from Fitchburg, and is a graduate of Northeastern Night School.

William Sherwood Lampton and Thomas O'Leary, Timekeepers in the Agricultural Department, have resigned to return to the States.

Recent Vital Statistics record the arrival on February 8, of June Cockshott, daughter of Mr. and Mrs. B. P. Cockshott; and John Hunter Richardson, second son of Mr. and Mrs. E. E. Richardson.

The employees of the Banes Division wish to avail themselves of this opportunity to extend to Mr. Delfin Campañá, Mayor of Banes, and Mrs. Campañá, deep sympathy in the loss of their only son Delfin Jorge who died in the Banes Hospital on March 21 following an operation for appendicitis.

"He claims his wife was intractable, your honor, so he beat her into subjection with a golf club."

"In how many strokes?" asked the judge.

—*Tit-Bits*

FAITH BE JABERS IF IT AINT CATHLEEN WITH HER SHWATE VOICE AND BLARNEY TO CAPTIVATE THE HEARTS OF THE BANES COZOONS.

MAX LESSER SPREADING HIMSELF. HE'S A DEVIL WITH THE LADIES, IS MAX

WE SUGGEST THAT "AL" AND HARRIET GO IN FOR PROFESSIONAL DANCING. WE HAVE SEEN PLENTY OF EXHIBITIONS BY ARTISTS IN FIRST CLASS CABARETS THAT WEREN'T HALF AS HOT

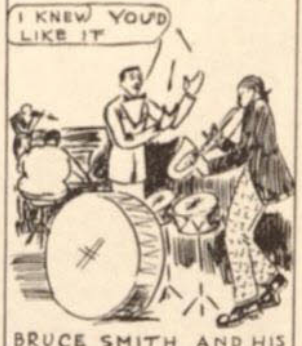
THE Erin-Go-Braghs and Orangemen alike were present in full force at the Dinner Dance given by the Banes Athletic Club on March 17.

Skits and solos rendered by local talent were the surprise of the evening. Mrs. Hill, dressed as an Irish immigrant with many bundles and packages, made a most effective entrance and entertained her audience with some delightful patter and several songs. Mr. Fred Flandry put across a line of good jokes and a couple of southern songs in typical darky comedian style. Mr. George Haines presented the hit of the evening, "The Last Straw," a clever skit in which two out of three hats were destroyed, the third escaping simply because it was the last one—hence the title. Mr. G. Garret sang several popular songs in a lyric voice and was followed by Mrs. R. A. Hernandez, who delighted the guests with her exquisite mezzo-soprano, singing "How Ireland Got Its Name" and "When I Dream of Old Erin I'm Dreaming of You."

Dancing lasted until 2 A. M. and was particularly enjoyed. Incidentally we might mention that Mr. MacKenzie requested each gentleman to dance as close to his partner as possible to conserve space. Each gentleman did!

WHO WOULD RECOGNIZE OUR FRED FLANDRY IN THIS GUISE?

GEORGE HAINES IS A CLEVER IMPERSONATOR AND BORN ENTERTAINER



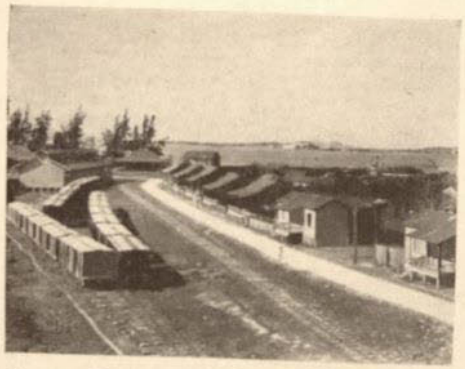
BRUCE SMITH AND HIS PRESTON ORCHESTRA GAVE US THE SNAPPIEST JAZZ THAT HAS EVER BEEN LET LOOSE IN BANES

YOU PROMISED ME THIS ONE SHORTIE
EXCUSE ME I THINK THIS IS MINE
LET'S MAKE WHOOPEE
SAY LILL, I THINK WE SHOULD SIT OUT THIS ONE
MAY I HAVE THE SIXTEENTH EXTRA

THE MASTER OF MEN — IN ACTION

"GARRY" HAS A MOST PLEASING LYRIC TENOR WHICH HAS MADE HIM EXTREMELY POPULAR WITH THE LADIES OF BANES

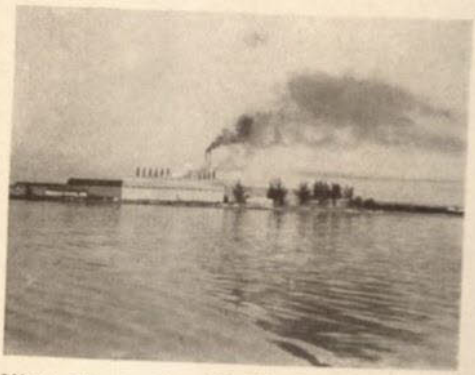
FROM THE SWEET AND NATURAL WAY THAT MRS. HERNANDEZ SINGS IRISH SONGS ONE WOULD ALMOST BELIEVE THAT SHE WAS A DAUGHTER OF THE EMERALD ISLE



Banes Port "Embarcadero". The Port of Macabi where Central Boston is located can be seen in the distance

Steamer being towed through the Canyon in Banes Bay

A United Fruit Company ship loading sugar at Macabi



View of sugar mill "Central Boston" from Banes Bay

A beautiful residence in Banes—the home of Señor Liduvino Quinones

The principal park of Banes. The ground on which this park is laid out was donated by Señor Don Manuel Dominguez

FROM a few *bohíos* constructed in 1886 by Señor Hipolitó Dumois to house the laborers on his banana plantations, Banes has developed into a thriving town of over 12,000 inhabitants. This is remarkable considering its geographical position and the fact that it was totally destroyed in the Revolution of 1895. At first only a *caserío,* it rapidly attained sufficient size and importance to be classified as a *barrio* and on July 3, 1909, a Congressional law was passed, creating it a separate municipality.

The rural district administered by the *Ayuntamiento* of Banes comprises an area of some 267 square miles which takes in thirteen *barrios* or villages and contains a total population of 18,000 people. The history books tell us that Banes is named after the old Indian province of Baní in which was included the territory that today constitutes the *Munici-*

Avenida General Marrero—one of the main business streets of Banes

View in the United Fruit Company Park, Banes

American Club, Banes

The Royal Bank Building—one of the modern structures in the business center of Banes

"El Banes Club" erected in 1918 has been the scene of many brilliant functions

Beautiful new patio recently constructed in the rear of the Banes Colonia Espanola

palidad de Banes. Formerly, the raising of bananas was the main agricultural pursuit throughout the surrounding country. Owing to climatic changes, the cultivation of sugar cane gradually succeeded that of the banana and at present the community depends mainly on the sugar industry for its existence.

Banes has its own port only two miles distant and is connected up with the Cuban Railroad by the UNITED FRUIT COMPANY'S private railway line. It has paved streets, water, electric light and sewer systems, twenty schools, two churches, several factories, a thriving business section and a Chamber of Commerce. There are also several fine residences which do credit to the town and a public park of which its citizens are justly proud. The buildings owned by the "Club Banes" and the "Colonia Española" are two imposing structures and both these organizations have done much to enhance the social life of the centre.

Tela Has Changed in 30 Months

By R. M. Beasley

The Tela Railroad Company's New Legal Office

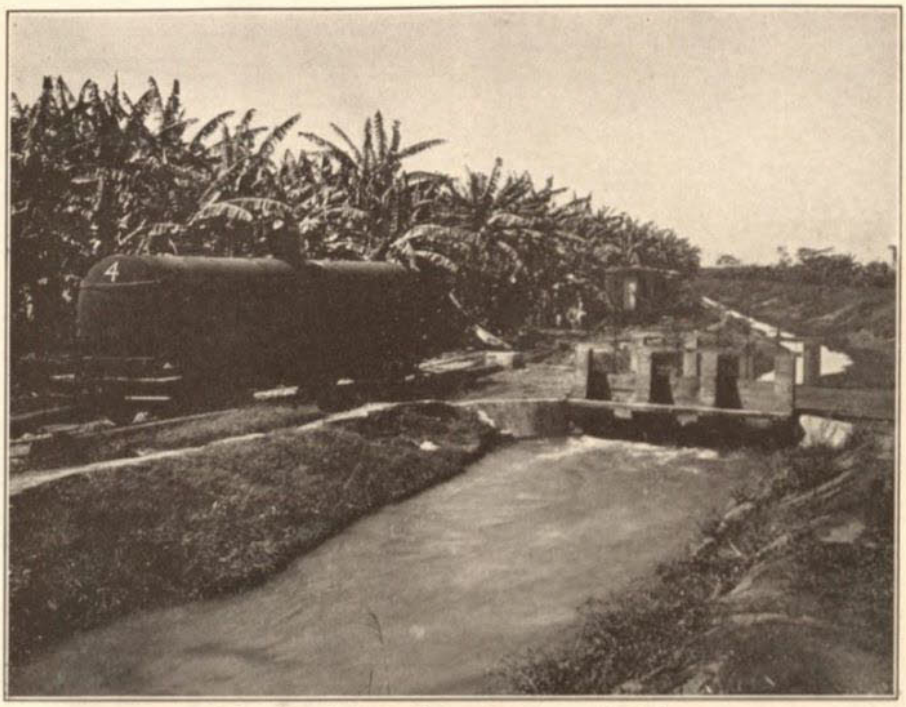
IT all goes to prove that you never can tell. I'd always had the idea that once a banana Division had attained its majority—once it had become firmly established as a smoothly functioning unit—thenceforth improvements and the process of "Branching out" would be slow.

But my carefully nurtured idea was quickly dispelled on my return to Tela after the comparatively short absence of two and a half years. Developments and improvements were legion; and this in face of the fact that 'way back in 1922 the Division had shipped six and a half million stems and might be considered ready to settle back and rest on its laurels.

Naturally the first thing that caught my attention was the real estate development in Tela itself. Increased production, more intensive cultivation, research, and the Holy Bonds of Matrimony, have necessitated a large increase in the number of houses. Building No. 12, so vivid in the memory of a number of old-timers, is gone; destroyed by fire. This loss, however, is offset by three new and completely equipped six-room bachelors quarters. Not taking into account those replacing Building No. 12, I can count, offhand, three six-room bachelors quarters, seven residences and two apartment houses—and there may be more. And then there is the imposing new Legal Office alongside the General Office. This is a valuable addition and fills the well-known "long-felt want."

I said something in the preceding paragraph about research. On my return to Tela I was glad to greet a number of old friends who had been in Tela at the time of my departure, but there were a great many new faces. On asking who they were, the answer came with monotonous regularity: "Mr. Fulano de Tal. He's a Research man." They pop out from behind every coconut tree—and there are lots of coconut trees in Tela.

The number of research workers is not surprising, though, when one takes into account the spirit of progress in Tela. A detailed statement of what is being done is beyond a mere layman like me. However, I do know this: soil samples covering thousands of acres, in other Divisions as well as this, are being taken and tested; maps showing the soil characteristics of a large proportion of the farms in this Division have been made; agricultural experiments are to be seen around every railway curve; plant performance rec-



Canal and irrigation structure at Tela

ords, experiments with fertilizer, cover crops, clay soil, and many other problems, are being carefully carried out and recorded—all leading to a more thorough knowledge of our business and possible means of improving present practices. Fruits of various classes and other miscellaneous products are also under close observation.

It is worthy of note that this Division serves as a sort of training school for the men who carry on agricultural experiments and for soil chemists for other Divisions.

Another recent establishment, and one that never fails to arouse the flagging interest of the jaded tourist, is the Snake Farm. Here one sees dozens of nice, companionable Barba amarillas, rattlers, and other snakes of their ilk. From the Barbas venom is extracted every two weeks. This is dehydrated and used in the preparation of serum for snake bite.

On leaving Tela for a trip up the line one encounters the airplane hangar which houses the beautiful (the word is used advisedly) four-passenger Fokker monoplane. This machine was flown from Washington, D. C., in November, 1927, and has since been in service between Tela, Puerto Castilla, San Pedro, and Tegucigalpa, without a single accident. Recently the plane made a trip to Yoro, an interior town where there is no landing field, landed on a meadow near town, picked up a man dangerously ill, and had him in the Tela Hospital within two and a half hours.

On the farms, too, changes are apparent. Guaymas District, which had 9,700 acres in bearing when I left, now boasts of 14,000 acres and is still growing. Along the Ulua River areas producing poor fruit have been dug up, replanted, and cultivated. The sight was a revelation to me. I wish some of the former overseers might see their "poor producing areas" now. Irrigation is another factor. Two and a half years ago the first irrigation season, shot through with trials, tribulations, and profanity, had just been completed on a project of 2,718 acres. The project now embraces 3,400 acres and the production of the area under irrigation has doubled. Land reclamation has gone forward rapidly. More than twenty-three miles of dragline canals—some of which would compare favorably in size with the rivers of New England—have been dug. In addition, eight miles of rivers and existing canals have been deepened and widened. This represents a total excavation of approximately 1,900,000 cubic yards.

Live stock has not been caught in the backwash of progress. The breeding herd, which has so long and so generally bred chiefly a red figure in the profits ledger, has been removed from this category. Income from the breeding herd has trebled since 1926, with the result that, instead of a considerable loss, 1928 operations reflected a substantial profit.

Irrigation ditch at Tela

Aside from the purely vocational, two items merit attention: The Tela Golf Club and the Tela Racing Association. Both are employees' organizations and both are self-supporting. The golf course has been increased to nine holes and is the scene of many high hopes and shattered ambitions. It is one of the prettiest courses in the tropics. The Tela Racing Association is now a fixed establishment. A course, a paddock, and two stands have been erected. Four altogether successful meets have been held. On such occasions the course presents a colorful scene, all in keeping with the best race-track traditions. Master and man may be heard hotly arguing the merits of the respective horses over their beer, and the Colonel's Lady and Judy O'Grady giving vent to their enthusiasm with equal shrillness as the horses come thundering down the home-stretch.

By the way, Tela shipped 4,440,000 stems of bananas in 1926 and 10,126,000 stems in 1928.

Old timers: You may have thought Tela was a grand place when you were here—but you ought to see it *now!*

Tela Wins Baseball Championship

THE Tela Baseball Club took the championship of the Northern Tropical Divisions from Castilla, Sunday afternoon, March 17, winning the third game of a two out of three series. Two of the games were played in Tela, one of which Castilla won, and the first game, run off in Castilla, was won by Tela. This series decided the championship of the three Northern Tropical Divisions—Guatemala, Tela and Castilla, the latter two having previously defeated Guatemala. Tela's team is now scheduled to play, at an early date, the champions of the Southern Tropical Divisions, to decide the championship of the tropics.

The Tela team and fans, thirty-eight strong, left Tela on the S. S. *San Benito*, Friday, March 8, their pockets bulging with Tela money, which served better than words to express the confidence we had in our team. The first game was played on the Castilla diamond Saturday afternoon, March 9. It was just an average ball game except for the brilliant pitching of Finnigan for Tela, who struck out thirteen men. McMullen starred at bat, getting three safeties out of five tries,

The winners of the championship

Reading from left to right:
Standing: Garsaud, Manager; Bell, Outfielder; Roberts, Catcher; Whittington, Infielder; Cram, Pitcher (Captain); Stack, Infielder; Girdner, Infielder and Outfielder; Beuchot, Outfielder; Hatch, Infielder; and O'Grady, Trainer
Sitting: Finnigan, Pitcher; Swafford, Catcher; McMullen, Infielder; Warren, Outfielder; Painter, Infielder; Reeve, Infielder; Balderach, Infielder and Outfielder

while Spiller of Castilla did some fine baserunning and also collected two hits out of four times up. Kelsea, hefty Castilla outfielder, gave the crowd a thrill in the second inning when he socked one for a home run. The score: Tela 7, Castilla 3.

The S. S. *San Blas* brought the Castilla team and fans, numbering an even half-hundred, to Tela for the second game of the series, which was played Saturday afternoon, March 16. We offer no alibis for that game; the least said about it the better. Our boys just couldn't find themselves, and played poor baseball from start to finish, while, on the other hand, the Castilla team played brilliant baseball behind the steady, cool-headed pitching of Seavey. Those rampaging ball murderers from Castilla sent Finnigan to the showers in the third inning and, not content with that, continued to drive the pellet to all corners of the lot while Coville struggled vainly to hold them in check during the remainder of the game, piling up a final score of 16 to 0.

The third and deciding game of the series was played on the Tela diamond on Sunday afternoon, March 17, before a packed grand stand of enthusiastic Tela and Castilla rooters. This game was the best of the three. "Poppa" Cram, showing some of his old form, exacted sweet and ample revenge for the crushing defeat handed his team-mates the previous day, getting ten strikeouts and holding the hard-hitting Castilla team well in check throughout the game. Jimmie Girdner's two-base blow in the eighth inning found the bases full, and brought in all three of Tela's runs. Castilla tried desperately to rally in the ninth but was cut short with one run. The score: Tela 3, Castilla 1.

Troubadours: The fine performance of the Tela Troubadours Orchestra at the Washington's Birthday Dance was the general topic of conversation for several days. Much credit is due the Troubadours for their successful efforts to organize an orchestra. The famous Banana Six of Castilla will now have to watch their step.

Visitors: Mr. Wm. McFee, the well-known author, accompanied Captain Grant on the *San Blas* on a recent trip to Tela. Captain Grant himself is a prolific writer, so no doubt the two had much in common. They both made a trip to Guaymas with Mr. W. W. Anderson.

We welcome to Tela Lieutenant R. E. Hogaboom, U. S. Marine Corps, who is on a visit to his brother, Mr. H. G. Hogaboom. We also wish to express our sympathy to both at the death of their brother, Reece, in the States.

S. S. Castilla, February 21. Arrivals: Mr. C. W. Pruitt, Merchandise Department, returned from vacation; Mrs. R. H. Goodell

and Mrs. M. D. Lothrop, returned from a trip to Guatemala City; Mr. James Emery, transferred from Guatemala Division to farms offices; "Red" Canfield, old-time conductor, back from vacation, and waiting to return to Castilla.

Departures: Dr. O. W. Reinking, for the States; Mr. Pedro Garcia, son of Don Manuel, for Barrios, en route to Mexico City; Dr. M. Morales, well known to Americans in Tela, for New Orleans en route to San Francisco, where he will be Honduran Consul.

S. S. Castilla, March 6. Arrivals: Mr. Harry Chapman and Mr. Jacob Bauer, for Engineering Department; Mr. S. Batts, Locomotive Engineer; Mr. Albert Peeler for the Accounting Department, transferred from the New Orleans office. Miss Betty Tomeny, a classmate of Miss Stringer, Matron at the Hospital, has arrived and will assume duties as Nurse at Tela Hospital.

S. S. Castilla, March 21. Arrivals: Mr. L. C. Groves, new employee for the farms. Mr. Groves has played baseball and should prove another acquisition to the Tela team. He can claim to be the biggest man in the Division, and we are wondering where we shall find a mule large enough to carry him round on his duties as Timekeeper at Farm 12.

General G. Richards and his aide-de-camp, Captain G. Doan, were passengers to Tela leaving for Nicaragua on a marine plane piloted by Captain Howard, brother of Mr. Howard of the Engineering Department.

Mr. Henry Forrest, an old timer of the Accounting Department, and Mr. D. Allen, both of the Traveling Auditor's staff, made a short visit, leaving for Castilla on the *Victor*.

Mr. J. McGregor, Soil Chemist, arrived from Barrios. Mr. F. Belmar returned from a brief visit to Guatemala, and Mr. I. Aguirre of Farm 1, Progreso District, returned from vacation.

Other new employees: Mr. E. Hautzenroeder, Clerk for the Engineering Office; Mr. R. Burton and Mr. D. Shearer, Locomotive Engineers.

Men's Golf Tournament: A medal play handicap tournament took place on February 24 and 25, the total holes played being 36. The match play committee, Mr. R. K. Thomas, Mr. V. T. Mais, and Mr. T. Woolfolk, arranged the handicaps according to the standard of each individual's play. Major Maxwell donated the prizes, self-selected makes of golf clubs. Winner: A. F. Ball, net score 154; runner up, G. F. Gorman, net score 158.

S. S. Abangarez, March 2. Sailed: Mr. C. J. Cullerton, Wireless Operator, Tegucigalpa, on vacation; Mr. E. E. Maddocks, and Miss E. Rubert, Accounting Department; Major H. Maxwell, Aviator. Mr. S. S. Emery, Transportation Department, left for Barrios en route to Brazil.

Arrived: Mr. A. Powers, Timekeeper for farms; Mr. Carl S. Pennington and Mr. Clarence Brooks, Civil Engineers.

S. S. Abangarez, March 14. Sailed: Mrs. J. French and sister, Miss Nina Deloney; Mr. Rafael Arriola, Draftsman; Mr. E. Alvarez, Accounting Department; Mrs. Julia Brown, sister of Mrs. W. W. Thompson and Mrs. Ball, and Miss Margaret Thompson.

S. S. Aracataca, March 14. Dr. Moure, wife and mother, for Europe. We wish them a pleasant trip.

S. S. Carrillo, March 12. Returned from vacation in England, Mr. A. Y. Fish, Farms Department; Mr. P. Lawyer, Conductor.

S. S. San Bruno, March 14. New employee arrived for Accounting Department, Mr. F. Cheeseman.

Tela Racing Association: On account of pressure of work and being out of touch with the main office because of the location of the Material and Supply Department, Mr. P. M. Goodbody has resigned as Secretary of the Tela Racing Association. Mr. C. W. W. Nerling of the Agricultural Office, Tela, succeeds Mr. Goodbody.

It is with deep regret that we have to report the death of Mrs. R. A. Thompson, wife of Dr. R. A. Thompson, Dentist, at Castilla Hospital. We wish to offer sincere condolences to Dr. Thompson and to Mrs. V. T. Mais, Mrs. Thompson's sister.

New employees not previously listed: E. Becerra, Legal Department; L. E. Brooks, L. J. Elfine, and T. F. W. Dunn, Engineering Department; C. A. Catt, Agricultural Experiments Department; Carlos Espinoza, Freight & Passenger Department; W. A. McLaughlin, B. M. Ray, and T. C. Spiers, Transportation Department; Don Swofford, Farms Department.

Castilla

John W. Seavey

Introducing two Truxillo Railroad Company Overseers who were transferred to the wharf at the beginning of the season to supervise stowing. When ships are loading (as they usually are at Puerto Castilla in the fruit season) one spends his time in the forward holds, the other aft, with two objects in view: To stow with a minimum of damage and to stow in a way that a minimum of damage occurs on the voyage.

Robert M. S. Davy

Mr. Davy was employed July 18, 1924 as Timekeeper, has since been Overseer, and acted as Superintendent of the Black River District last fall while Mr. Waterhouse was on vacation.

Mr. Seavey was first employed December 11, 1926 as Farm Timekeeper and has since then acted as Overseer and Assistant Stevedore at different times.

Naval Air Squadron Revisits Castilla

IN the March issue of UNIFRUITCO we told about the visit to Puerto Castilla of a Naval Air Squadron en route to Panama for the manoeuvres.

The squadron has now passed back northbound, and was with us again three days and in stronger force than before. There were twenty-six planes; the U. S. S. *Wright,* tender; the *Teal* and the *Sandpiper,* minesweepers acting as tenders, and four destroyers.

The *Wright* at the manoeuvres won the baseball championship of the Navy, so we were not able to win from them, but we played them two games.

The day before sailing the whole administrative force of the Truxillo Railroad Company was invited to a buffet dinner on board the *Wright,* and just about everybody was there. Later there was a dance at our Clubhouse.

Rear Admiral A. W. Marshall was in charge of the squadron and flew in a Loening Amphibian plane. Commander E. D. McWhorter was Commanding Officer of the *Wright.*

Some of our employees were given flights, as is indicated by our photograph which shows, reading from left to right, Mr. J. G. Flanary, Assistant Manager, Mr. C. W. Seidel, Chief Draftsman, and Mr. C. C. Horgan, Hotel Steward, just after they landed.

The poorest of all excuses for not doing a good thing is that silly phrase: "Wait a while!"

Tela-Castilla Baseball Series

VOLUMES could be written about the recent Tela-Castilla baseball games, but inasmuch as we lost the series we shall leave compilation to the Tela correspondent.

The first game was played in Puerto Castilla on Saturday, March 9. The Tela crowd, consisting of some 40 men and 12 ladies, came over on the *San Benito* Friday night. The game was played on Saturday afternoon and our visitors returned to Tela late that night after a dance held in their honor at the Club. We lost the game by a score of 7-3, but our loss was much more than offset by the pleasure derived from having the Tela people with us. The ball game was attended by everyone in Castilla who could possibly be there and the dance was an immense success.

The second and third games were held in Tela on March 16 and 17. We won the second game (the first played in Tela) by a score of 16-0, which was entirely satisfactory, but fortune deserted us the following day and Tela took the final game 3-1. About forty employees and members of their families went to Tela with our team, leaving on Friday afternoon and returning on Monday morning. All reported a most wonderful time and were very appreciative of the hospitality shown them in Tela.

Havana

CUBA'S new and magnificent Capitol Building will be inaugurated on May 20. The work looks far from finished, but the Secretary of Public Works, Carlos Miguel de Cespedes, *El Dinamico* (The Human Dynamo) says it will be ready and his past accomplishments lend credence to his statement. Judging from previous cases of the kind, we venture to predict that the last wheelbarrow, pick and shovel won't be out of the way until 5:59 A. M. of the 20th.

There will take place at the same time the ceremonies attending the inauguration of recently elected government officials, including President Machado, reelected.

The festivities will last over a period of four days, May 20, a holiday, May 21, 22 and 23.

Representatives from countries the world over will attend, many of whom will arrive by the warships of the various governments.

It will be an event as yet unparalleled in Cuba's history.

Three interesting and welcome visitors to Havana recently were "Charlie" Wynns (we don't need to explain who he is and he just can't be called any other name than Charlie), Philip R. Calder, Chief Accountant, headquarters Boston, and Assistant Freight Traffic Manager Andrew J. Brady.

Mr. Calder, incited by an occasional pertinent question or remark, unloosed a few of his own special and private brand of extemporaneous monologues on the theory and practice of accounting as applied to our operations, and Mr. Brady was no less entertaining and instructive with his dissertations on the principles of freight traffic.

John O'Gallagher, Purchasing Agent, has a new car. To his other accomplishments—singing and getting best prices on first grade merchandise—we understand he has added that of driving with one hand.

P. J. Miller, Pier Superintendent, has turned in his Chrysler for a new Graham-Paige, the new model with red wheels, initials and everything. The dealers put the wrong initials on—M. C. M.—or perhaps this wasn't a mistake. Rumors are persistent.

We have not quite forgiven Boston for appropriating our own Bill Douglass, formerly Chief Clerk, Accounting Department, when he went north on vacation last year, but they are evidently trying to make amends for they have sent us recently from their ranks a very welcome addition to the Accounting Staff in the person of T. H. MacLeod, who will fill the position of Assistant Chief Clerk.

The position of English-Spanish stenog-

rapher in the Division Freight Agent's Office has been filled by Sr. Domingo Ramos y Hernandez. We hope he will enjoy being one of us.

Miss Cassie Caseley is taking her vacation early, having left recently for Jamaica where she will visit for several weeks.

This little dark-eyed beauty with the natural permanent wave is Maria Manuela Norona, year and a half old daughter of Señor Refael Norona of our Passenger Department in Havana

Among the prominent passengers recently arriving at or passing through Havana on Great White Fleet ships were:

On the S. S. *Atenas* for New Orleans March 6, Mr. and Mrs. Jules Godchaux. Mr. Godchaux is a prominent merchant in New Orleans.

S. S. *Heredia* for New Orleans March 9, Mr. Chas. C. Byers, Director and Assistant to President of the United Molasses Company, London, England.

Arriving on the S. S. *Toloa* from New York March 13 were Mr. K. Chisholm, President Chisholm Printing Company, New York, and Mrs. Chisholm; Mr. D. J. O'Brien, Manager of Raymond Whitcomb, Boston; Mr. A. Merchan, Cuban Consul-General at New York, accompanied by Mrs. Merchan.

On the S. S. *Ulua* March 21, for New York, Mr. B. F. Baker, Representative of Sargent & Greenleaf, Inc., New York.

Arriving from New York on March 20, S. S. *Calamares,* Mr. and Mrs. F. O. Strafford, Assistant Traffic Manager, New York Central Railroad, Chicago; Mr. L. F. Vosburgh, Vice President of the New York Central at New York, and Mrs. Vosburgh.

S. S. *Heredia* from New Orleans March 18, Mrs. W. Bacon, President Southwest Chautauqua Association of Dallas, Texas, in charge of party of twenty-five.

For Limon on March 22, S. S. *Calamares,* Mr. Francisco A. de Icasa, Secretary of the Mexican Legation in San Jose, Costa Rica.

For New Orleans, S. S. *Atenas* March 20, Mrs. Edith Fields, wife of former president of the American Chamber of Commerce in Havana.

Arriving from New Orleans March 25, S. S. *Cartago,* were Professor Richard G. Cox, President, Gulf Park College of Gulfport, Miss., in charge of party of ninety-eight young ladies, students of that college. This party was making the cruise. Dr. Cox and party were met by Dr. Mario Nuñez Mesa, prominent Cuban lawyer.

S. S. *Toloa* for New York March 28, Mr. Irvin Cadmus, Director of Fruit Dispatch Company.

For New Orleans, March 15, S. S. *Cartago,* Mr. Ingeman Olsen, Danish Consul at New Orleans.

On the S. S. *Ulua* March 8, for Kingston, Mr. W. W. Schuyler, General Manager Cuban Divisions, UNITED FRUIT COMPANY, accompanied by Mrs. Schuyler.

Entry of Tourists' Automobiles into Cuba

By C. M. Echeverria

SEVERAL years ago a portly and important looking gentleman thundered into the Havana Office and presenting a baggage tag, demanded the immediate delivery of his automobile which had come down on the same ship with him, arriving that morning. "My name is Harrigan," he explained. "I am on a short visit and I want my car to-day; in fact, right now; and if I don't get it, there's trouble in the offing for someone."

Incidentally, we learned later that Mr. Harrigan was a personage in New York in ante-prohibition days and apparently was accustomed to get what he wanted when he wanted it. He afterward established the Harrigan Hotel in Havana, which is still in operation.

"Mr. Harrigan," we told him, "as far as we are concerned you are once more back in the driver's seat, but the Customs have to be satisfied, which means a certain amount of red tape."

We were eventually able to convince Mr. Harrigan that there was no alternative to exercising his patience for a few days. We

put him in touch with a reliable broker and his automobile was dispatched through the Customs as promptly as could be expected in those days.

Today a passenger may drive his automobile off the dock shortly after his arrival. This has been made possible by a recent Cuban Government decree under which tourists' automobiles are allowed entry into Cuba free from duty for a period of ninety days and may be cleared through the Customs with the same facility as is baggage. No bill of lading or consular invoice is required—nothing more than the baggage check issued by the transportation company, and, of course, the necessary license cards. Representatives of the Customs and Public Works Departments are on hand to secure signatures to the corresponding forms and the issuance of temporary driving licenses. It is, of course, essential that a record be made of all particulars in order that when the car is ready for reshipment, the transaction may be completed without difficulty.

Cristobal

MR. LIONEL W. UDELL, Treasurer of the UNITED FRUIT COMPANY, was a visitor to Cristobal during the week ending March 9.

Dr. Johnston of the Research Department visited Cristobal en route to Almirante during the week ending February 23. Dr. Johnston was accompanied by Dr. Edwards of the United States Department of Agriculture.

In a cable received from a patron of the Passenger Department lately there was a request for a single room with two baths on one of our steamers to New Orleans. We have clean ships, clean crews, and clean passengers.

Mrs. Margaret Arnold of the Freight Department left for her vacation on March 3 to visit relatives in New York City. It is her intention to stop over at large cities of several of the eastern states before returning to Cristobal.

The staff of the Freight Department has been augmented by Miss Edna Beard and Miss Louise Heim.

Mr. and Mrs. Chas. O'Hara of Milwaukee, Wis., were visitors to Cristobal on the S. S. *Cartago,* arriving March 9. After enjoying all points of interest on the Isthmus and taking in the Saturday night dance at the Strangers Club they sailed for New Orleans on March 11. Mr. O'Hara is President of the Northern Refrigerator Car Company and is also prominent in railroad and packing circles.

The Cross-Roads Club began to function properly with an outing at Manzanillo Island. Monday evening, March 11, was selected because there were *only* four steamers in port that day, and all who could be spared—seventy-five—were granted permission to go. The truck of the Banana Department was called into service to convey the picnickers to Fox River, where the M. S. *Victory* was moored, waiting. A joyous crowd trooped on board. Philip Hamilton, Superintendent of Exportation, was on hand with his Cinekodak and used up many feet of film. After the ice, liquid refreshments, and comestibles, which contribute so largely to a successful picnic, were placed on board, the order to sail was given. It took but a very short while for the crowd to get together and feel at home on the boat.

The trip was uneventful, which presaged the subsequent eventful happenings. Just before landing, when the stately *Victory* sailed up toward the landing stage at Manzanillo, depth of water was found woefully lacking and the cry went up from all sides that the ship was aground. This was perfectly true, but with the help of several large oars she was refloated. After considerable maneuvering it was found that too much wet space intervened between the dock and the *Victory* to permit a dry landing. About this time the lessee of the island, a Chinaman with an untranslatable name, appeared on the scene. He mistook the picnic party for a shipload of immigrants and refused permission to land. After much shouting back and forth in the languages of China, Panama and the United States, the matter was adjusted and a determined, unalterable, fierce, Oriental John Chinaman became an amiable gentleman exuding courtesy and good humor. He called into service several of his large *cayucos* and by dint of stretching them

from the *Victory* to the dock a bridge was constructed over which the passengers disembarked. No further untoward incident occurred until the debarkation was nearly complete, when a stately matron of considerable avoirdupois suddenly became skittish and bumped into Tony Raymond, causing him to lose his balance and take a header into the surrounding wetness. After endeavoring to swim around, Tony discovered that he was creeping instead of swimming, and he stood up in water very little higher than his ankles.

In a large clearing under the coconut palms, honeycombed with the habitats of large blue land crabs, a table was set up and the culinary art of the various female members of the party was displayed. Investigation showed that there were exactly enough frankfurters to reach around the island one and a half times. It was decided, however, that there were too many "dogs" and the one-half stretch was turned over to John Chinaman. The fun began in real earnest after lunch, when various games were played. It would take too much space to describe them in detail but they were all thoroughly enjoyed.

The worthy President of the Club, Mr. Bill Adams, was geniality itself. All in all, there was piled into three hours more actual enjoyment than the members of the Cristobal Division had known for many months. But ships must sail and parties must end, and accordingly John Chinaman and his trustworthy *cayucos* were again pressed into service. The embarking was carried on without any mishap other than that several of the younger members of the Club, more adventurous than the rest, overloaded one small dug-out, started paddling around the *Victory,* and succeeded in overturning their little craft, much to the enjoyment of those watching from the decks and the rigging of the steamer. Homeward we sailed and from aboard swelled the strains of "Sweet Adeline" and the other usual choruses. The trip back was all too short but, although a plea to prolong the sail was voiced by the majority, the minority ruled and the party, dirty, full of sand, ticks, food and happiness, wandered homeward.

Mr. Paul West, Manager of the Cristobal Division, returned March 10 from an extended business trip.

Miss Patricia (Pat) Powers of the Banana Exportation Department was married to Mr. Homer Harris in Ancon, Saturday, March sixteenth. The bride has been a member of the Cristobal Division for the past eighteen months, during which time she has made herself extremely popular.

We extend to Mr. and Mrs. Harris our best wishes for happiness and prosperity.

Mr. Vance Nall of the Tropical Radio Telegraph Company, New Orleans, was a guest at the Cross-Roads picnic. The last time this reporter saw Mr. Nall, tropical radio communication was far from his thoughts, for he was then just the proverbial small boy, active, happy, dirty, and thoroughly enjoying life.

Seeing very few faces from the Passenger Department at the Picnic we made inquiries and were informed that its members had so gotten into the habit of assigning passengers to luxurious staterooms that they felt the accommodations on the *Victory* were unsuitable.

Señor Don Ramon Arias, Jr., the first licensed pilot of the Republic of Panama, arrived on the S. S. *Iriona* from New Orleans on March 13. Señor Arias was received by the President of Panama on his arrival at Panama City and a *mucho fiesta* was held in his honor in the *presidencia* that evening.

Mr. Howard Wing, General Inspector of the Merchandise Department of the UNITED FRUIT COMPANY, was a visitor to Cristobal, March 8.

Mr. W. McVey, General Freight and Passenger Agent of the Rutland Route, was a passenger to New Orleans on the *Suriname,* sailing March 15.

Mr. Roy Watson, Chief Quartermaster of the Panama Canal, and Mr. Koenig, Vice President of the International Harvester Company, and Mrs. Koenig, also sailed on the *Suriname.*

The Hon. John P. Dannahy, Port Superintendent at Puerto Limon, sailed for Bocas del Toro on the *Suriname,* March 11, to visit the shrine of his ancestors.

Mr. Forrest Cheeseman of the Accounting Department, who was recently notified of his transfer to Tela, sailed for his new post on the *San Pablo,* March 11.

In a recent issue of UNIFRUITCO it was announced that a championship bowling match

was to be arranged between Harry Einerman of the Freight Department, Cristobal, and Bob Chambers of the S. S. *Calamares*. Both men are well known in bowling circles and the town is seething with enthusiasm over the coming match. The event will be held under the auspices of the Bureau of Clubs and Playgrounds of the Panama Canal and Mr. Einerman will bowl under the colors of the Cross-Roads Club.

Mr. Frank Robertson, Chief Dock Clerk of Cristobal Division, sailed for his vacation on the *Zacapa*, March 14.

There is a very persistent rumor that a certain young man of the Accounting Department who owns a brand new, shiny Chevrolet roadster is about to embark on the uncertain Sea of Matrimony. A very charming and delightful little Panamanian lady is the recipient of the affections of the aforesaid young man, and as each mail comes to the office it is scrutinized for the announcement. Marriage has been prevalent in Cristobal for several months and another ceremony will be an excuse for another party.

Mrs. Sarah F. Adams, mother of William E. Adams of the Freight Department, arrived on the *Heredia*, March 23, for an extended visit with her son.

Mr. K. W. Harding, Superintendent of the Merchandise Department at Almirante, was a visitor to Cristobal on March 30.

In the Andean Foothills

By G. Howard Law

Colombia

RIDING through the last of the plantations, with the brilliant sunshine filtering through the interstices of the umbrageous banana foliage and shedding fantastic patterns of golden light upon the green-carpeted aisles which serve as roads, we cross a river-bed, completely dry and filled with innumerable well-rounded stones. Now commences a steady climb through the cactus and sun-scorched vegetation of the lower hills. The mules go well and, in spite of the rugged nature of the trail, the sudden steep rises and sharp descents, height is quickly attained.

Climbing almost continuously, with the trail becoming rockier and rougher, few level stretches are encountered; but where these exist, tree ferns grow beneath the shade of tall ceibas, and wild coffee shrubs with cherry-like berries are found. A sharp note of contrast is afforded by the sight of cotton bursting forth from green pods.

Often crouching low in the saddle to avoid jutting branches, or the cruel binding creepers hanging in festoons from the forest growth which now borders the narrow trail, we journey on, to traverse patches of tall feathery-plumed grasses growing head-high in the few open spaces.

Shortly before noon we traverse a high ridge. Half way down the valley to the left is our destination—a sugar-cane plantation set in a clearing surrounded by the verdure of primitive jungle growth. A narrow path leads to the finca, where stands a rough structure, consisting of a dozen or so palm trunks surmounted by a crudely thatched roof, with sides entirely open. Outside the build-

A primitive sugar-cane crushing plant

ing is the crushing plant where juice is extracted from the cane by means of the primitive method of yoking an ox to a pole connected with a set of three wooden rollers, the animal moving in circles around the plant, slowly crushing the cane. The juice, which runs into a wooden vat formed of a hollowed-out portion of a large tree trunk, is boiled in small pans built into the ground beneath the rude shelter. After boiling for some time the syrup is ladled into a series of wooden molds and allowed to solidify in the form of squares. The sugar is of a brown color and is used extensively by plantation and farm workers.

Throughout the afternoon macaws fly in pairs along the valley, calling incessantly with discordant voices, and casting shadows upon the ground as they pass overhead. We lie in our hammocks listening to their harsh chatter and admiring the brilliant colors of their glorious plumage.

The mellow light of late afternoon, showing to fine advantage the marvelous colorings and tints of the green-clad hills, fades and dies, and presently darkness fills the valley. Silhouetted in bold relief against the star-filled sky, the palms surrounding our rude shelter stand bold and imposing. Little can be discerned of the jungle and undergrowth which stretches out beyond the plantation, save the bright lights of firesides dancing fantastically in the darkness. The night is pleasantly cool, and filled with a multitude of indescribable noises, for the daytime lethargy of many of the wild creatures has given place to an intense nocturnal activity.

We are astir early the following morning and, resuming the trail, we pass once more across the solitary ridges and broken heights, until the descending path leads us to the point from which we can see again the lowland plains, covered by a shimmering haze of heat —a point which marks the end of our journey.

WHENEVER one is invited to tea at Mrs. Honiball's there is something to look forward to as one knows it will be the very best and that the refreshments will be most delicious. So it was at a bridge party and tea given by Mrs. Honiball in honor of Mrs. Flye recently. The first prize was won by Miss Eva Flye, the second by Mrs. MacLaurin, and the booby went to Mrs. Clapham.

Few realize just how large our colony of ladies really is until they are gathered at one place. Mrs. Hatch gave a bridge-tea recently at which there were some thirty ladies present. It was regretted that Mrs. Gonyea and Miss Shaw were unable to attend to complete the census but they were detained at the office. Needless to say it was a most successful affair and full justice was done to Mrs. Hatch's famous cream puffs, some guests even disregarding their diet to sample them. Mrs. Thomas carried away the first prize, Mrs. Rooks the second and Mrs. Stockbridge the consolation prize by cutting the Ace of Spades. This was not very consoling to the others, but some ladies will cut aces.

Mr. J. C. Corrigan, our General Sanitary Inspector, came in on the *Zacapa* on March 18 for several weeks' stay. He has added another song (?) to his repertoire, making a grand total of two.

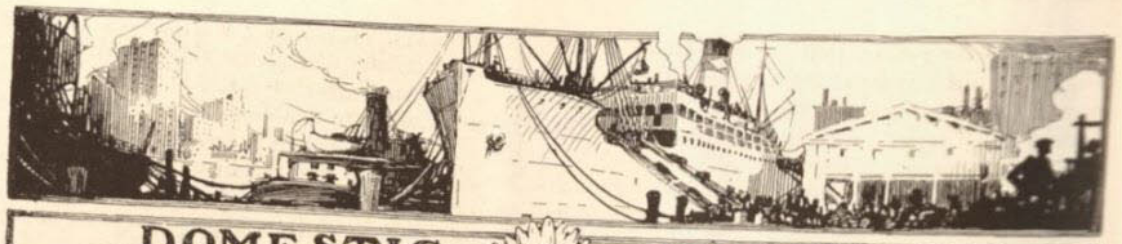
On the *Santa Marta,* March 27, Mr. K. C. Brewster, technician of the Hospital laboratory, left for the States, called home by the illness of his sister. "Mahecha," Mr. Brewster's musical toucan accompanies his master. Mahecha gives an early morning imitation of an energetic saw-filer, under the mistaken impression that he is singing. He will be missed.

Miss Lee Woodd-Cahusac, of the Hospital nursing force, is spending her vacation with her family in Jamaica.

A new addition to the staff of the Hospital is Dr. Rodes E. Yager, who arrived on the *Santa Marta* on the 25th.

Naturally Mr. Childs would sooner or later include "Revere Sugar" in one of these drawings. He did so in the sketch which appeared in the April issue, and here is the key

---



DOMESTIC DIVISIONS

Boston

Unifruitco Club of Boston Presents Annual Play

"A Full House," A Farce in Three Acts, Shown at Whitney Hall, Brookline

Reported by George Dexter Frost

THE CAST

Parkes, an English Butler	George F. Ruckenbrod
Susie, from Sioux City, a Maid	Jane B. Clark
Ottily Howell, a Bride	Alice E. Howley
Miss Winnecker from Yonkers, the Aunt	Violet M. Loyte
Daphne Charters—Ottily's Sister	Doris A. Perry
Nicholas King, a Stranger	William A. Kehoe
Ned Pembroke, Jr., an Only Son	Vincent de P. Goubeau
George Howell, a Bridegroom	Alger L. MacLennan
Dougherty, a Police Sergeant	Howard F. Menadier
Jim Mooney, a Policeman	Dennis J. Sullivan
Kearney, another Policeman	William F. Tilley
Mrs. Fleming, who owns the apartment	Eleanor Miller
Vera Vernon, a Show Girl	Florence E. Buker
Mrs. Pembroke from Boston, Mother of Ned	Helen W. Neal

THE Annual Play of the UNIFRUITCO Club of Boston has become a regular feature of the Club's life, and each year it grows better, for among the officers and in the cast are those with experience in the plays of former years. This cumulative ability added to a tremendous amount of hard work and boundless enthusiasm on the part of all concerned produced the superb result of April 10.

In order to have plenty of time for practice the call for tryouts was made early in February. An all-star cast resulted and the long grind of rehearsals started. Last year's coach, George W. Colesworthy, did so well a year ago that he was given the opportunity to beat his own splendid record. He was so good both times that comparison is impossible.

While all the rehearsing was going on, Nick Grace and his capable ticket committee were busy selling tickets and circulating a series of mimeographed bulletins of vast allurement. First came a "whoopee" announcement, full of zip and pep. Then followed a "Summons," legal looking in the extreme. The impression gained from this "process" was that it would be quite "unlawful" to park anywhere on the night of April Tenth but at the Play. Some snappy verses contributed by the Club poetess, Miss Hazel Ralston, added considerably to the enthusiasm. Next came a pictorial representation (very symbolical) of a "Full-House" —three aces and two kings; and the fifth and "Last Call" bulletin about A Full House *filled the house!* Whitney Hall is a big place, but it was filled to overflowing by enthusiastic Club members and their guests.

During the World War we heard a lot about the Fourteen Points. That was a long time ago and it's pretty dead, and those 14 points—well, who knows one of them today? But there was nothing dead about our play or its 14 points of excellence, the 14 stars in the cast—a constellation hard to duplicate in any firmament.

And now—the play.

A young couple, just married, have rented

an apartment furnished with a butler and maid as well as other things much less animated. The groom, a lawyer, has been obliged to leave his bride the day after the wedding to get a client out of difficulties with an actress. The lawyer's problem is to secure possession of certain letters. He gets them, all right, but he doesn't keep them. And then the fun begins.

The play opens with a discussion between the butler (George F. Ruckenbrod) and the maid (Jane B. Clark). This butler was extremely "cockney" in speech, dress and manner, and screamingly funny. Miss Clark had a hard part and a big one, for the maid manages to get into nearly all the difficult situations. Her acting was spirited and perfectly in keeping with the personality she represented. She deserves especial praise for she had been ill and was not expected to appear; but she made a valiant effort and triumphed over all handicaps to everyone's satisfaction.

The bride (Alice E. Howley) makes her entrance as the leading lady in a state of nerves, for she has received no word from her bridegroom of a day and fears wrecks and everything else. General pertubation seems to be the order of the day. Miss Howley was her own lovely self in her big part; not the least bit affected nor ill at ease, and she performed with a confidence and power one would expect of a seasoned prima donna.

The poor bride's relatives are of no particular help to her. The aunt (Violet M. Loyte) is a veritable Cassandra, a female Jeremiah, steeped in gloom. Made up as a frightful old dame of ancient vintage with acid in her every remark and mannerism she was a shriek. We heard a total stranger remark: "What do you suppose the real girl looks like? It would be just like a beauty to take a part so utterly unlike her real self." That guess wasn't far off.

The younger sister (Doris A. Perry) does not waste much time or sympathy on the worried bride. She has plenty to do looking after the creation of another bride—herself. She surely acted well—or was it all *acting?*

A stranger (William A. Kehoe), in a very loud suit, horns in where he decidedly does not belong. His status becomes clearer as the play proceeds.

A dapper young man, an only son (Vincent deP. Goubeau), floats into the picture. He is the client who so earnestly desires to recover the letters, dangerous implements for an actress to hold.

And then the bridegroom (Alger L. MacLennan), shows up, slightly the worse for

The Cast

Top row, left to right: Howard Menadier, Alger MacLennan, William Tilley, William Kehoe, George Ruckenbrod
Middle row: Violet Loyte, V. deP. Goubeau, Jane Clark, Dennis Sullivan, Florence E. Buker
Front Row: Helen Neal, Alice Howley, Eleanor Miller, Doris Perry

wear. He *has* been in a train wreck and has come out of the accident with the stranger's bag in place of his own. The stranger is a burglar who has just robbed the mother of Ned Pembroke, Jr. (the dapper young client who was hoping for the recovery of the fateful letters) of a valuable necklace, and this is in the bag taken in error by the lawyer. Of course the crook has the bag containing the letters and he follows the owner of the bag to effect an exchange. The mix-ups which follow are a joy.

Too much cannot be said for Mr. Goubeau's (Ned's) performance. The smoothness and *savoir-faire* with which he acted were delightful. When he courted Daphne, the sweet little sister of the bride, he was perfect. This young pair showed how courting can be done just right, by the way.

The crook's part was cleverly put over by Mr. Kehoe with just the right degree of *sang-froid*. Nothing fazed him. His characterization of King, the burglar, demanded perfect acting. A slight slip would have gummed up the whole works, inasmuch as he was the pivot for many complicated and bewildering situations.

Mr. MacLennan, the leading man, had a long and difficult part to play and he put it

AS PRESENTED
BY THE
UNIFRUITCO
CLUB
PLAYERS
ACE WILD
THE STRANGER
W. A. KEHOE
THE BRIDEGROOM
"MAC" - A. L. MACLENNAN
"I DON'T KNOW NUTHIN !!"
THE ONLY SON (S'ENOUGH)
VINCENT DE P GOUBEAU
'TIS THE 'EELS OF THE 'ORSES OOFS WHAT IS 'ITTIN 'ARD MADAM
YE CAN COME IN BUT YE CAN'T GO OUT
"DENNIE" SULLIVAN
JANE CLARK AS "SUSIE"
I WOULD NOT TRUST THE BEST MAN IN THE WORLD
VIOLET M. LOYTE AS THE AUNT
BOY - AN' HOW SHE COULD EFFERVESCE
MISS PERRY AS DAPHNE
"FEINTS" (WITH HER RIGHT)
GEO. RUCISENBROD AS THE BUTLER

across most effectively. He got into a maze of misunderstandings and false positions and he handled each with the proper emotion suitable to the particular situation. He showed remarkable aptitude in getting himself extricated from tight corners.

The jewels are eventually discovered and of course the police are summoned. When they burst in the house nearly collapsed. Some trio! Police Sergeant Dougherty (Howard F. Menadier), gruff, official, took full charge of affairs with as much solemnity as though he were commanding a regiment. Officer Jim Mooney (Dennis J. Sullivan), delightful in his unofficial rôle of looking after the maid, appeared with rumpled hair but undisturbed equilibrium, and in his official duties was equally efficient. He had to keep this "full house" full, and he did it too. Any one could enter, but nobody could leave, and when any one tried to he was bounced back again with amazing suddenness and wholehearted enthusiasm. The third officer in the "army," Kearney (William F. Tilley), was here, there, and everywhere, always on the job—a model "cop". He may not have had as many opportunities to shine as did some of the others, but when he shone he fairly sparkled.

This "full house" is a rented apartment, and of course Mrs. Flemming (Eleanor Miller), who owns it has to get wind of the goings-on. She breezes in, full of indignation, and proceeds to express her personal opinion (pretty personal, some of it) of everyone in general and of several unfortunates in particular. She acted splendidly, and how she succeeded in keeping a straight face through it all is an unsolved mystery.

Then it develops that the envelopes supposed to contain the letters, desired by the client, secured by the lawyer from the actress, lost in the wreck, found by the crook, returned to Ned (sounds like the house that Jack built) are in fact empty. The crook has kept the incriminating missives. More complications! The actress (Florence E. Buker) follows her letters and proceeds to make this "full house" a whole lot too full for anybody's comfort. Miss Buker took the part of a show girl in truly devastating fashion. Both the lawyer and his client were staggered by her verbal thrusts and her amazing insouciance.

The stolen jewels have to go through a lot of vicissitudes before they are finally returned to their rightful owner, but toward the end of the play she appears. She is Mrs. Pembroke (Helen W. Neal), mother of Ned, hero of the speedy courtship and speedier correspondence. Mrs. Pembroke is quite unsophisticated and gullibly credulous when she pays the reward to the crook, who then poses as a detective. She was altogether perfect in everything that her quiet and unexciting part required her to do.

Knowing the performers added a lot to the enjoyment of the audience, and everyone had a splendid time. Refreshments followed the play and then dancing which lasted until one in the morning.

Miss Frances A. Mellin was a most important adjunct in connection with the play. Her official duties were many and varied and involved the handling of the properties. She was ably assisted in this by Mr. Francis Dolan.

Mr. George R. Sawin, a Governor of the UNIFRUITCO Club of Boston, was Chairman of all Committees, and his job was a most difficult one. Several unforseen and annoying difficulties were encountered by him but surmounted most efficaciously. Few realize what a difficult task it is to stage an amateur theatrical production but Mr. Sawin was certainly equal to it and then some.

This whole account may seem rather bewildering to our readers but it was truly a bewildering "Full House".

Departmental News

Accounting Department

Information Advice No. 2664
Referring to: Additional Employees

A cordial welcome is extended by the Accounting Department to Mr. J. H. Reardon who has been assigned a permanent parking place with us. At present he is helping the Tropical Radio Telegraph Bureau along. We wonder if any other young ladies in the Department have discovered whether his eyes are "hazel" or otherwise!

The necessity has arisen to say farewell to our old friend "Jimmie" Savage of the Radio Accounting Department. The General Office, Fruit Dispatch Accounting Department, New York, is to be graced by his presence in the future and we hope he will be as highly appreciated there as he has been with us here.

We were sorry to learn that Mr. Maurice C. Young lost his father recently and extend our sympathy.

A very nice time was had by all present: When? March 15, 1929.

Where? At the Home of Mr. and Mrs. A. E. Nelson.

How come? The return of Mrs. E. Norling (our Caroline Kirk).

What about? A miscellaneous shower in her favor.

Sixteen Accounting Department girls met in Medford and tiptoed into Vesta's darkened kitchen while she was entertaining Mr. and Mrs. Norling in her living room. Then Caroline was called to the kitchen and the noisy greeting "Shower" was shouted at her. After introducing us to her "Eddie," Caroline proceeded to open her very beautiful gifts. A. E. Nelson, Jr., refused to be put to bed at his usual hour and insisted upon being the center of attraction, but after having a turn at petting with each of the girls, he was quite satisfied to be put to bed. Refreshments came next and we sampled some of Vesta's delicious fudge, cake and ice cream.

The party broke up at 10:30 P. M. after a very enjoyable evening. We wish Mr. and Mrs. Norling all the happiness in the world.

Research Department Laboratory

HAROLD "PI" SIMMONS of Tropic Foods has packed his pajamas and tooth brush to journey to Detroit where he will attempt to educate banana jobbers in the gentle art of the scientific ripening of bananas. We are all sorry to lose "Pi" (of course, you knew we were going to say that), but the statement is not mere polite phraseology. Who, now, is going to uphold the traditions of the bowlers at Tropic Foods, and who is going to fuss and fume about people leaving electric lights burning and faucets dripping?

The "scientists" at Tropic Foods were recently treated to a spectacular fire when a building directly across the street went up in one glorious blaze. Everyone adjourned to the roof and a good time was had by all, with the exception of Mr. Dellenbaugh, who was quite disgusted that no one thought to telephone him at the General Office and let him in on the show.

The cold, raw, dismal, dripping (and several other stronger and more lurid adjectives) New England weather proved too much for Mr. Dellenbaugh's laryngitis, so he has hied himself to Costa Rica for a few weeks. Carroll Greene is now trying to get the whooping cough.

We understand Alvah Slocum is in England and has been taking in the sights of London when he hasn't been instructing our English cousins how to ripen bananas. We do not know exactly when "Sloc" will be back, but we will guess it will be before the fish in Lake Champlain start jumping.

The fellow who wrote that popular number "Where the Shy Little Violets Grow" must have been hanging around the Research Laboratories.

Old Ciconia alba, better known as the stork, dropped in on March 11 or thereabouts to leave a baby boy, David, with Mrs. Ann Kallander (née Anderson). We believe every one knows Ann and her work in the Research Department, and we are all extending our hearty congratulations, or whatever is customary to extend on such occasions.

Now that Harry von Loesecke has been mentioned in the *Literary Digest* we suppose he will next be indorsing yeast cakes or Fortunate Blows cigarettes.

Library Review

History and Economics

THE ROMANCE AND RISE OF THE AMERICAN TROPICS, *by Samuel Crowther.*

A book—realistic, romantic—interesting, authentic—which depicts the history and economic development of the American tropics.

A vivid panorama of Latin America from the dawn of its history down to the present time, portraying great events, great men, great accomplishments and sweeping on from one age to another until now, when the Caribbean countries are shown "on the threshold of an economic development which will in the next ten years astound the world."

The book has numerous illustrations.

Travel

COMBING THE CARIBBEES, *by Harry L. Foster, the author of "A Tropical Tramp with the Tourists."*

A fascinating tale written in a breezy style, and filled with the subtle humor and vivid descriptions which characterize the work of this author.

A volume which describes vividly the happy-

go-lucky wanderings of its author in the less visited regions of the Caribbean, of his voyages on sailing ships and cargo boats to Martinique, the Windward Isles, and the Venezuelan coast, and his tramps on foot through the mountains of Haiti.

RED TIGER: ADVENTURES IN YUCATAN AND MEXICO, *by Phillips Russell.*

A thrilling account of the author's adventurous travel on foot, in native craft, by horse, mule, and bullock-cart, by steamer and train, through little-known tropical Yucatan and Mexico, from the outermost point of the Yucatan peninsula to the shores of the Pacific Ocean.

This volume contains a chapter of particular interest entitled "Banana Land," in which is described not only the banana plantations of Mexico, but also the common practice in those regions of using bananas as bait for fishing.

Economics

AGRICULTURAL ECONOMICS, *by George O'Brien.*

A volume in which the author endeavors to apply general economic principles to the peculiar circumstances of the agricultural industry.

Some of the subjects touched upon are: Effect of Monetary Instability on the Farming Classes; Protection of Agricultural Produce; Orderly Marketing; and The Reform of Land Tenure.

Commerce

COMMERCE OF SOUTH AMERICA, by Clarence F. Jones.

A book in which the author gives for the ten South American republics such information as: Exports, imports, physical factors favoring or discouraging production and movement of a commodity, and economic conditions that influence commercial advance or decline.

A volume in which trade is discussed not only from the standpoint of each republic as a whole, but also with regard to the major geographic regions of which each country is composed, and to the importance of each region in supplying export products and in consuming import commodities.

Fiction

DODSWORTH, *by Sinclair Lewis.*

A brilliant novel, written by a master satirist.

It has been called by the great critics "another 'Main Street,' a 'Main Street' sophisticated and matured, with its new problems, its full backgrounds, its lightning flashes of comment, its character types which, if seldom characters, are always symbolic, its vivid notetakings of a restless spirit, uneasy, unrooted, never anywhere quite happy, or at home, and hence always sensitive, mordant, awake, and aware."

DARK HESTER, *by Anne Douglas Sedgwick.*

An emotional and intellectual drama, dealing principally with the conflict between two characters, who, although alike in their uncompromising honesty, are worlds apart in their outlook on life.

Reference Books

POLITICAL HANDBOOK OF THE WORLD. 1929.

An invaluable handbook issued by the Council on Foreign Relations which gives an outline of the governmental situation in each country of the world, a clear-cut presentation of the policies of the various political parties, and the relation of the great papers of the world to various economic and political groups.

COLOMBIA YEARBOOK. 1928.

A book, written in Spanish, which covers such subjects as: Constitution and Government; Commerce; Agriculture; Manufacturing; Mineral Products; Railroads; and Banks.

Mr. Childs furnishes another drawing for our readers to pore over. It may be timely to explain here that all the letters contained in these puzzle pictures are uniform letters, and no letter is in any way connected with any other lines of the picture

A sextet of old timers on the boardwalk at Atlantic City about 30 years ago.
Standing, left to right: John S. W. Holton, Cecil C. Buckman, and John S. Evans*.*
Seated, left to right: Richard J. Watson, Isaiah C. Young, and Irvin Cadmus.*
Mr. Holton is President of the Sterling Coal Company and President of the Philadelphia Maritime Exchange. Mr. Buckman was Manager of Baltimore Division. Mr. Evans was a former Manager of the Fruit Dispatch Company, New York. Mr. Watson is Manager of the Philadelphia Division. Mr. Young was a former Manager of the Boston Division. And Mr. Cadmus retired only a few years ago as Manager of the New York Division.
* *Deceased*

DURING the month of March, 1929, there were consumed on the ships of the Great White Fleet 745 stems of bananas, this being equivalent to one and one-half bananas for each passenger per day.

An idea of the high standard of service on the ships of the Great White Fleet can be gained by the quantity and quality of Food Supplies placed on board.

For the 80 passengers making the last special winter cruise on the S. S. *Calamares*, we placed on board the following items of Poultry and Game.

75 Guinea Hens	60 Grouse
84 Guinea Squab	180 Chickens
360 Squab	300 Broilers
65 Mallard Ducks	288 Squab Broilers
36 Pheasants	50 Capons
180 Plover	50 Ducks
80 Partridges	24 Geese
168 Quail	65 Turkeys

Philadelphia

WE recognized at once from the peals of hearty laughter emanating from Mr. Watson's office recently, that we were being honored by a visit from our genial Vice President, Mr. M. C. O'Hearn. We regret that the day he chose to make this visit was a steamer day, for otherwise we believe he might have been prevailed upon to favor us with one of those delightful speeches for which he is justly famous. The duration of Mr. O'Hearn's visit was curtailed somewhat by the fact that he was trying to squeeze in Baltimore and Philadelphia on the same day. We hope that on his next visit he will give us more time.

On the same day that Mr. O'Hearn was here we had another visitor, one whom we see somewhat oftener than the other officials of our organization, owing to the fact that his duties require that he make frequent tours of inspection of the various Northern Domestic Terminals. We refer to Captain Charles C. Baldwin, Manager of Terminal Operations, who came to see us on this occasion as he desired to watch the operation of our new hatch conveyors. Unfortunately, they had not arrived, but on a subsequent visit Captain Baldwin inspected these machines, which are operating very efficiently.

This Division is on the qui vive as regards the tagged bunch of bananas described in April UNIFRUITCO. In a few words Mr. Watson outlined the scheme to us and requested the cooperation of everyone here concerned in discharging our ships in order that this distinguished specimen of "Gros Michel!" be accorded a hearty reception should we be the Division honored by receiving it. It has been suggested that the facsimile of the tag which appeared in the magazine be cut out of several copies and posted in conspicuous places on our pier, in order that everyone may be familiar with it.

A great deal of interest is being shown by the employees of this Division in the book by Samuel Crowther, "The Romance and Rise of the American Tropics," which was commended to us by Mr. Cutter. Most of our employees have signified their desire to purchase this publication.

New York

Accounting Department

WE hope the style of dress for feminine office workers will change next year from smocks to raccoon coats. The Accounting Department would no doubt benefit considerably thereby, as during the past winter a number of our girls would promptly make themselves scarce every time our draft clerk appeared.

On April 3 Miss Mildred Kirchmer, formerly Confidential Clerk, became Mrs. Clifford McWhorter. The ceremony took place at the Woodhaven Presbyterian Church, Woodhaven, Long Island, and was attended by many members of the Accounting Department.

Before leaving us Miss Kirchmer was presented with a beautiful set of silverware, the gift of her co-workers.

We regretted very much to see Mildred go. She was a perfect Confidential Clerk, the kind who would look upon one with suspicion even when one asked her only for the correct time.

We wish the newly married couple large portions of happiness.

Miss Helen Moore, one of our very efficient comptometer operators, eats at least one apple every day. Miss Moore states, "Who cares if it does keep the Doctors away, so long as the Pursers come around?"

Bob Horn of the Audit Bureau has always been considered an expert on all things pertaining to radio, including sets, parts and static. However, we were somewhat surprised to learn that he was also an authority on men's fashions, for he was heard giving Joe Cantarella of the Freight Accounting Bureau some valuable information on what the well dressed man should wear.

After observing closely the style, color, etc., of Joe's clothes since that occasion, it is still our opinion that Bob is the best radio expert in this Department.

During the past month we were honored with visits from both Mr. C. B. Taylor and Mr. P. R. Calder. We have Miss Kitty G. Lawless' word for it that C. B. seems younger and better looking every time he visits us. Mr. Calder's visit was short as he was en route for the tropics. We hope he will be able to be with us longer on his next visit.

Bill Tighe of the General Office also spent a few days with us before departing on the S. S. *Santa Marta* on April 10.

We are certain that Captain Bauer will take good care of Bill, provided he does not rock the boat too much.

We extend our deepest sympathy to Mr. and Mrs. William J. Clark on the loss of their daughter Dorothy.

Freight Terminal Department

MANY of the Pier Nine employees attended the marriage ceremony of Miss Kathrine Kenny to Mr. Raymond Bataglia at the Church of the Presentation in Jamaica on Easter Sunday, March 31, 1929.

Kitty wore a white satin dress and a lovely lace veil and carried a shower bouquet of roses and lilies-of-the-valley. Miss Mary Jaworski, an employee of the Freight Terminal Department, gave a splendid rendition of Rosewig's Ave Maria.

Mr. and Mrs. Bataglia spent their honeymoon touring Maine, and on April 8 Kitty returned to her duties as stenographer in the Freight Cashier's Office at Pier Nine, N. R.

We have occasion to welcome several new employees to the Freight Terminal Department: Mr. M. J. Casey, Mr. Chris. T. Cummiskey, and Miss Mary Donovan. Mr. Walter McGee is also an addition to this Department, having recently been transferred from the Mail Bureau.

Radio

A NUMBER of our operators are becoming afflicted with the "flying bug" and the first in this Division to make an actual start is "Bill" Ehmer (WE), formerly Chief Operator S. S. *Sixaola*. Ehmer has signed up with the Pan American Airways, Inc., and flew down to Miami in the big twenty passenger Keystone. We feel confident that he will put his stuff over. In leaving us "Bill" vacates his coveted title of the "Radio Sheik" which, however, is quickly claimed by Reginald Larner (NV), Chief Operator S. S.

Ulua, who was highly complimented recently by a cruise passenger not only for his general efficiency but for his unusual courtesy.

James L. Pelkey (LH), Chief Operator S. S. *Carrillo,* has been transferred to the *Sixaola,* relieving Chief Operator Ehmer. Since his assignment to the *Carrillo* from the Boston Station "WBF", Pelkey and his assistant have established a new record for "Other Line" relays on the Ferry Boat run.

Chief Operator Davis and his assistant, disputing the right of Pelkey as title holder, set out on their next voyage aboard the *Tivives* and established a record of total business handled which is likely to stand for some time on the so-called Ferry Boat run.

We welcome back an old timer to the fold, Otis P. Angell (OZ), better known as "Gus", whose last assignment was at the Boston Station. Gus has been working ashore in various capacities including that of Manager of an A. & P. store in his home town, but the lure of the sea and his old associates proved too much for him. "OZ" will be heard from on the "RXAL", S. S. *Maravi.* As his assistant we introduce E. A. Ellis "SL", also from Boston, thereby forming a "Beantown" combination.

Chief Operator Ayres "AB" S. S. *Tela,* apparently is making rapid progress, as we are confidentially advised that he has received several invitations to dinner ashore.

The inseparable twins, "Bill" Mullaney and "Al" Koehler, have at last become separated, as the *Macabi* sailed out of New York, leaving Al ashore to receive some dental treatment.

There are rumors afloat that "Bill" Simons, Radio Inspector, is all set for a June wedding. Having seen the "bride to be," we are in full accord with Bill's decision to enter into matrimony.

Baseball

ENTHUSIASTIC baseball readers of our magazine will remember that inclement weather postponed the opening game of the New York Yankees at the Stadium, but such a little thing as rain did not deter the opening spring practice of the fifteen candidates for our baseball team at Todd's Field, Saturday, April 20.

Passenger Traffic Department Extends Welcome

MR. CLARENCE M. KNOWLES, formerly General Agent of the Erie Railroad Company at Buffalo, was appointed, effective April 1, Assistant General Passenger Agent of the UNITED FRUIT COMPANY, with headquarters at 17 Battery Place, New York.

Mr. Knowles will be in charge of outside solicitation and brings to his new position a background of wide experience in the passenger traffic field. He started his career twenty years ago as Clerk with the New York Central Railroad, various promotions bringing him to the position of City Ticket Agent for that company in Toronto, and later in Buffalo. During the war when the United States Railroad Administration took over all the railroads, Mr. Knowles was placed in charge of the Consolidated Ticket Office in Buffalo, which position he held until he joined the Erie as General Agent in March, 1928. He enjoys a wide acquaintance among traffic men throughout the United States and Canada and while in charge of the Consolidated Office in Buffalo he represented all steamship lines.

Mr. Knowles is past-President of the National Association of Railroad Ticket Agents and has been active in that Association for several years.

Notables and ships on which they sailed:

S. S. *Santa Marta* from New York March 13—Captain James F. Flanagan, President, Andian National Corporation, en route to Cartagena.

S. S. *Tivives* from New York March 16—Mrs. Mary de Brabant, prominent in New York society, for Guatemalan cruise. Mr. Ricardo Urrela, Chancellor, Guatemala Consulate General, New York, and wife, en route to Puerto Barrios.

S. S. *Calamares* from New York March 16—Mr. F. S. Dellenbaugh, Director of General Research, UNITED FRUIT COMPANY, en route to Port Limon. Mr. L. F. Vosburgh, Traffic Manager, New York Central Railroad, New York, and wife, and Mr. F. O. Stafford, Assistant Traffic Manager, New York Central Railroad, Chicago, and wife, for Costa Rican cruise. Mr. Josiah Maxcy,

Receiver, Sandy River and Rangeley Lakes Railroad, Gardiner, Maine, and family, for Costa Rican cruise.

M. S. *La Marea* from New York March 23—Eleven students and one instructor from Tabor Academy, for educational cruise.

S. S. *Pastores* from New York March 23—Mr. C. E. Rollins, Secretary of Dartmouth College Club, New York, and wife, for Costa Rican cruise. Mr. Lambert P. Whitney, Assistant Vice President of New England Telephone Company, and wife, en route to Port Antonio. Mr. T. M. Alexander and wife for Costa Rican cruise. Mrs. R. R. Benson, wife of Publicity Manager of Union Trust Company, Cleveland, Ohio.

S. S. *Sixaola* from New York March 27—Mr. Robert Mallory, Traffic Manager, New York & Porto Rica Steamship Company, en route to Cartagena.

S. S. *Ulua* from New York March 30—Mr. W. S. Dewey, General Agent, Chicago, Burlington & Quincy Railroad, New York, and wife, for Costa Rican cruise. Mr. W. L. Eddy and wife for Costa Rican cruise. Mr. C. M. Wynns, Vice President, Northern Refrigerator Car Company, and wife, for Costa Rican cruise. Misses R. F. Taksar and M. I. Roberts, Manager of Hartford and Waterbury, Conn., offices of Marendaz S. S. & Tourist Company, on educational trip.

S. S. *Zacapa* from New York April 3—Mr. A. A. Pollan, General Manager, Tropical Banana Divisions, and Mr. T. J. Barnett, Engineer for Banana Divisions, en route to Kingston.

S. S. *Toloa* from New York April 6—Mr. J. I. Young, American Manager for Thos. Cook & Son, New York, and wife, for Havana. Mr. Alfredo San Malo, prominent Panamanian violinist, and wife, en route to Cristobal. Mr. K. S. Lindsay, President, Central Travel Bureau, New York, and wife, for Havana.

Notables and ships on which they arrived:

S. S. *Santa Marta* arrived March 7—Mrs. H. E. Worcester and two sons, family of Mr. H. E. Worcester, Vice President, Revere Sugar Refinery, en route from Kingston.

S. S. *Pastores* arrived March 17—Mr. H. A. Worcester, Vice President, Big Four Railway, and wife, returning from the Costa Rican Cruise.

S. S. *Sixaola* arrived March 21—Dr. and Mrs. Wm. Lord, and Colonel and Mrs. Robert F. Massie, returning from the Colombian Cruise.

S. S. *Ulua* arrived March 25—Dr. William H. Pierce; Mr. and Mrs. Frederick Newcombe; Mrs. C. Howard Platt; Mr. and Mrs. M. F. Fisher and Mr. and Mrs. Joseph Thomas Jr., returning from the Costa Rican Cruise.

S. S. *Carrillo* arrived March 26—Mr. and Mrs. Lorenzo Baker and family, en route from Kingston; Mrs. Maria Bauer, en route from Barrios; Mr. and Mrs. John McVean, returning from the Colombian Cruise.

S. S. *Zacapa* arrived March 28—Mr. W. Woodsum, en route from Santa Marta.

S. S. *Toloa* arrived March 31—Mr. Irvin Cadmus, Director, FRUIT DISPATCH COMPANY, and party, including Mrs. Helen and Miss Eleanor Seward and Mr. and Mrs. Philip Berolzheimer, en route from Havana.

S. S. *Santa Marta* arrived April 4—Mr. Gerald Chittenden and family, en route from Kingston.

Freight Traffic Department

WE are glad to report that Mr. W. V. Harloe, Freight Traffic Manager, who was operated on recently, is well on the road to recovery, and we hope to have him back with us again within the next few weeks.

This snapshot of Captain and Mrs. S. Hansen was taken at Saetia, Preston, Cuba, on February 20, 1929. Captain Hansen is Master of the United Fruit Company tanker Camden. Mrs. Hansen travels with her husband, making her home aboard the boat. She is the only one of the Great White Fleet skippers' wives who does so

Tintypes
Research Department
Pier 15, East River

John H. Melville

THE "H" stands for Herbert, not Herman. Has made approximately 200 trips in the banana trade as Supercargo and Fruit Observer. Spent five years on one ship, S. S. *Cibao*. Speaks the Norwegian language fluently and is an expert palm reader. When angry has the odd habit of donning kilts, as the Scotch blood of his ancestors seems to predominate on such occasions. Is the only man in the Company who knows what the "J" stands for in J. Scott Rider.

His pet aversion is dodging automobiles; swears that though the street may be perfectly clear when he steps from the curb a swarm of them appears from nowhere headed directly for him. Refuses to let any one but the barber on the S. S. *Metapan* cut his hair. This worked to his disadvantage when the barber went on a three-months honeymoon.

Has spent considerable time lately on "The River of Grinding Stones." Knows more sea yarns than Joan Lowell and more about the tropics than Trader Horn. If properly coaxed will recall the time when as a member of a crew salvaging a derelict schooner, all hands were thrown into the sea when the schooner foundered. After many hours of struggling they finally reached safety without any casualties. One of the members of this crew was Captain Larsen, now Master of the S. S. *Honduras*.

The Play

"JUMPING Jupiter, it's five o'clock. Let's go and have some tea first."

"O. K., but don't forget, we've got to be there by five thirty."

That's a conversation similar to what one hears every Monday, Wednesday and Thursday. Why? Oh, my goodness man, those are rehearsal nights for the big event—our minstrel. It's to be held on Thursday, May 9, and we expect it to go over big.

Of course, you remember that handsome man leading the orchestra, Coach Maguire. Well, he's again taking the boys and girls in hand, and if any one can make a chorus girl out of a steno, or a chorus man out of a clerk, he's it. Any one going down to the Passenger Waiting Room at Pier 9 will hear:

"Come on, now. All the girls. The little ones at this end and the tall ones at the other. Now watch me. Cross, step, stamp and kick. Start with the right foot first. Not that foot, the right—that's it. All right, let's go—mess it all up."

And then the girls go to it. At first, it is messed up, but gradually they get into the swing of it. They keep it up and up.

Then—

"All the boys now—come on, don't be bashful. Did you see the girls? Let's show them up!"

And so into the night.

Don't forget the date. Hold it open or you'll be the sorriest sorry person on May 10.

We are glad to report that Mr. J. F. Campbell, Purser, S. S. *Pastores*, is convalescing after a recent operation for appendicitis at the West Side Hospital.

Passenger Department
New Orleans

MR. VINCENT F. CULOTTA, jovial and popular Ticket Agent in the New Orleans Office, is the latest to join the ranks of the benedicts. The charming bride was Miss Inez Magdelyn Pelloat. The Nuptial Mass took place at St. Cecilia's Church, Saturday, April 6, at 8:00 A. M., and the entire Passenger Department turned out to witness the ceremony.

Mr. and Mrs. Culotta are now honeymooning in the Caribbean, on the S. S. *Heredia*.

A Page of Resident Managers

FRUIT DISPATCH COMPANY

W. B. Gaines

HERE is a young man in Company service who has not let the grass grow under his feet. A synopsis of his Company career in his own words follows:

"On March 10, 1927, I entered the service as Cashier of the Charlotte Branch, continuing in that position until December of that year, when I was promoted to Advertising and Dealers Service work, with headquarters at Charlotte. I called on retailers until July, 1928. On the 28th of that month I celebrated by thirty-third birthday and received the appointment of Acting Resident Manager of the Atlanta Branch.

"Having been in the employ of the Company less than three years and only five months of that time in my present capacity, naturally what I do not know of this game yet would fill a 'flock o' volumes'. I haven't set the woods afire with any outstanding performances, to be sure, but perhaps, and here's hoping, through continued loyalty and consistent earnest effort to use my head for something beside a knot tied to my spine to prevent it from unraveling, I shall produce results in this territory that I believe the Company has every right to expect."

Mr. Gaines made good as a Cashier. Then he made good as a Dealers Service Representative. Now he is Acting Resident Manager at Atlanta. Draw your own conclusion.

P. D. Walty

MR. WALTY has been a key man in the organization for many years. He joined the Company in 1908 in Buffalo, spending three years there with Mr. J. C. Carpenter before taking the Toronto Branch in 1911. Let Mr. Walty tell you what he thinks of Jim Carpenter, other members of the organization, and certain phases of Company activities. It will give you a good picture of his own character:

"When it comes to fine teachers, Mr. J. C. Carpenter is outstanding and I was most fortunate in beginning under his tutelage. Dear Jim! He never was so busy but what he had plenty of time to explain everything at length and he spared no pains to see that I had an opportunity to learn everything he knew about the business. We had to work hard in those days. There was a lot of work for us then that is now done by the Messenger Department. Hours were '8 to 6' and many times we worked much later. Jim was always a firm believer in our Company and I naturally absorbed a lot of it early. I never worked with a man who was so entirely satisfying.

"In the banana business, moving the fruit, we have our high moments and our low ones. Our magazines are a sustaining power in the low moments. I am glad to see pictures of Fruit Dispatch men being featured in UNIFRUITCO. It will keep us in the minds of our tropical friends. We read a great deal about them. It bucks us fellows in the selling end up mightily to think of Mr. Gooch traveling throughout Europe and the States securing the best in technical recruits; to note the work being done by Dr. Popenoe and his agricultural pioneers; and Mr. Cutter's policy on the general dissemination of knowledge."

J. H. Madison

HERE we have a rising star in the banana business — one of the pioneer Dealers Service representatives, who has earned his present berth at Hartford, Conn., by steady demonstration of his ability.

Mr. Madison got his fundamental knowledge of the fruit industry at the Keokuk, Iowa branch of the great Lagomarcino-Grupe Company. In February, 1926, Mr. V. L. Mitchell (Resident Manager at Des Moines and a go-getter himself) proved that he had a keen eye for promising banana material, as he signed Mr. Madison on the dotted line, handed him a brief case and fourteen papier-mâché hands, and told him to hit the trail.

The General Office was impressed with the character of Mr. Madison's work from the start. In November, 1926, he was appointed Field Supervisor, where he did splendid work for four months. Then came the call to Sales. Syracuse was in the market for a fast-feeding Assistant Resident Manager. Mr. Madison got the job. For six months he served his apprenticeship. He used his time to good advantage.

In August, 1928, he took the portfolio of Acting Resident Manager at Hartford, and there he is today, gents, selling bananas.

Associates Mourn Resident Manager John E. Galvin

IN the death of Mr. John E. Galvin, Resident Manager at Raleigh, N. C., which occurred in that city on April 6, the Fruit Dispatch Company lost a valuable and highly esteemed employee.

Mr. Galvin was born in New Orleans on October 10, 1888, and entered the service of the Company as messenger, April 29, 1912. He was promoted to the position of Resident Messenger in 1914, and served in that capacity at various points in the Southern Division until August, 1916, when he was again promoted, being made Superintendent of the Dubuque Fruit House, which post he held up to September, 1919. Meriting further advancement, he was transferred from the Messenger to the Sales Department when an opportunity occurred to place him as Acting Resident Manager at Fort Worth, Tex. Mr. Galvin resigned his position with the Company in April, 1920, to engage in business for himself. He reentered the Company's employ, starting anew as a messenger, at New Orleans, in January, 1926. The following July he was given the appointment of Relief Resident Manager, and when a Branch was established at Raleigh, N. C., in August of that year, he was sent to that point to take charge as Resident Manager.

Mr. Galvin was a man of sterling qualities and enjoyed the confidence and respect of the trade. Officials and employees of the Company alike mourn his untimely passing, and tender their heartfelt sympathy to Mrs. Galvin in her sad bereavement.

OUR sympathy is extended to Mr. and Mrs. Arthur J. Lilledahl on the death of their seven-year-old son Robert on March 21, after an illness of several months. Mr. Lilledahl is Resident Messenger of the Fruit Dispatch Company at Freeport, Ill.

New Orleans

THE New Orleans office was very pleased to receive during the month of April a visit from Mr. Wallace W. Ward, Accountant of the Fruit Dispatch Company, New York. Mr. Ward is one of the old timers in the Company's service and remarked that he observed many changes since his last trip to New Orleans, twenty-two years ago, when we were located in the old four-story building and long before the erection of skyscraper bank and office buildings. Those of our staff whose hair has become frosted with silver or is growing alarmingly less were especially glad to see Mr. Ward again. Evidently he has a keen memory for faces for, when Mr. George W. McLean, Wharf Superintendent, was introduced to him, although Mr. Ward could not recall whether or not he had met him on his previous visit he recognized Mr. McLean instantly from his picture which appeared in the twenty-fifth "Anniversary Number" of Fruit Dispatch Magazine, published in 1923.

Mr. Ward had stopped over at several of the Branches on his way down to New Orleans and we were delighted to have from him first hand tidings of our old friend Valley at Charleston, and to learn that the latter's honorable "Hudson" of ancient vintage, which he was furbishing while Mr. Ward was there, is still going strong.

Los Angeles

ON Thursday, March 14, we were honored with a flying visit from Mr. and Mrs. J. Scott Rider and Mr. and Mrs. H. I. Wheeler, of the San Francisco Division. The party, with the assistance of our local Manager, Mr A. D. Burkhart, and Mrs. Burkhart, enjoyed their visit immensely—especially the ladies on their sightseeing tour through Hollywood.

Mr. Samuel Stewart, our good friend from the Research Department of the UNITED FRUIT COMPANY, is again with us. Some big weight thrower, is Sam. He is trying hard to reduce by crawling through banana ripening rooms and dodging cobwebs.

A rainy day on the West Coast may be welcome to some, but to our Banana Crew it is just a lot of mud. A week or so ago, while on their way home Sunday morning, after working all night in the rain, they encountered more water than the Company's Dodge could navigate, making it necessary to call one of Henry's Lizzies to come to the rescue and tow them to dry land—much to the chagrin of the crew, Messrs. Burkhart, Cross, Egan and Knudson.

If Mr. D. V. Geary, our Cashier, escapes Jane, June and the wedding bells in 1929, it will be much to the surprise of all those who know him. (New York papers please copy).

UNIFRUITCO

June
1929

Vol. IV
No. 11

M. E. Schoen
Editor

The Boy Who Wanted to Make Things Grow

The Automatic Radio Operator Aboard Ship
By FRED MUELLER

Messenger Service
By BURNHAM RAND

Me! Traveling Banana!
Assembled by EDMUND S. WHITMAN—Chapter I

The Duties of a Custom House Clerk
By R. H. HARRIS

Tremont Street and the Tropics

Tales of the Great White Fleet
Steamships *Coppename*, *Marowijne*, *Saramacca* and *Suriname*

Care in Handling Freight Shipments—

Puerto Arturo Ranch
By F. J. G. ROBINSON, Tela, Honduras

Diesel Dragline Excavates Irrigation Ditch in Tropics

History of Malaria
Chapter II of Dr. Malaret's Article Translated into Spanish

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.